



"New Zealand Star"

Harland + Wolff

933/4

Bulkhead + Framing profile

(2)

1/BEX

933

Imperial Star

'IMPERIAL STAR'



Bel 11436

PLANS TRANSFERRED

'NEW ZEALAND STAR'

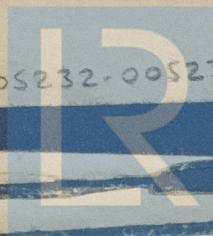
TO SISTER VESSEL

934

"New Zealand Star"

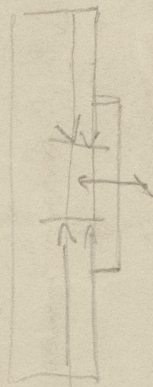
005232-005238-0135

© 2021



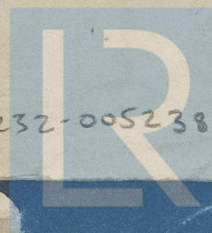
Lloyd's Register
Foundation

4) ¹³514
129



005232-005238-0135

© 2021



Lloyd's Register
Foundation

NOTE:- MODIFICATIONS IN BLACK
ARE FOR SHIP AS BUILT

102

Harland & Wolff

93314 Rep No Bel 11436.



M/S IMPERIAL STAR

M/S NEW ZEALAND STAR

Deck house PLANS TRANSFERRED
TO SISTER VESSEL

42

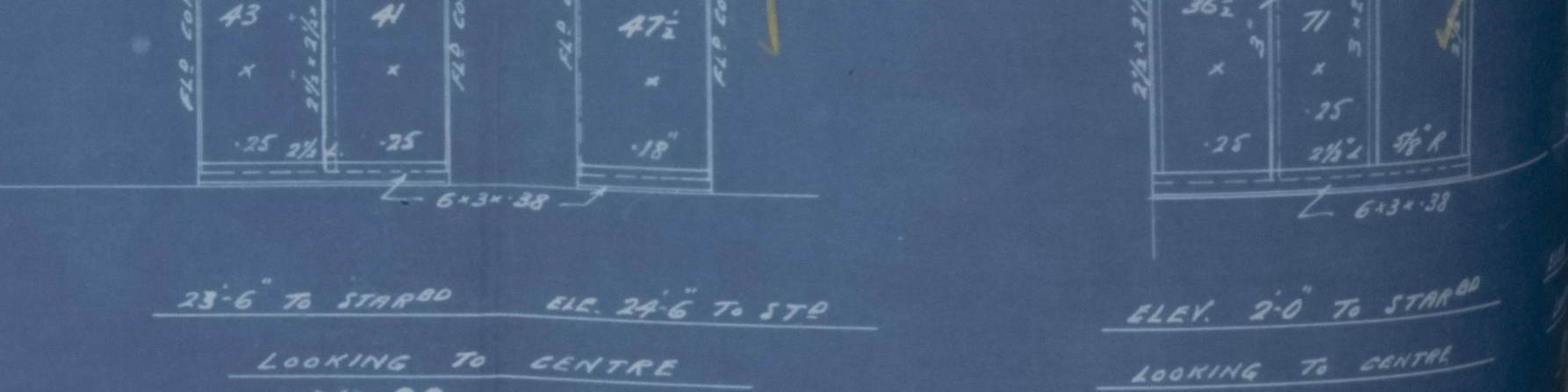
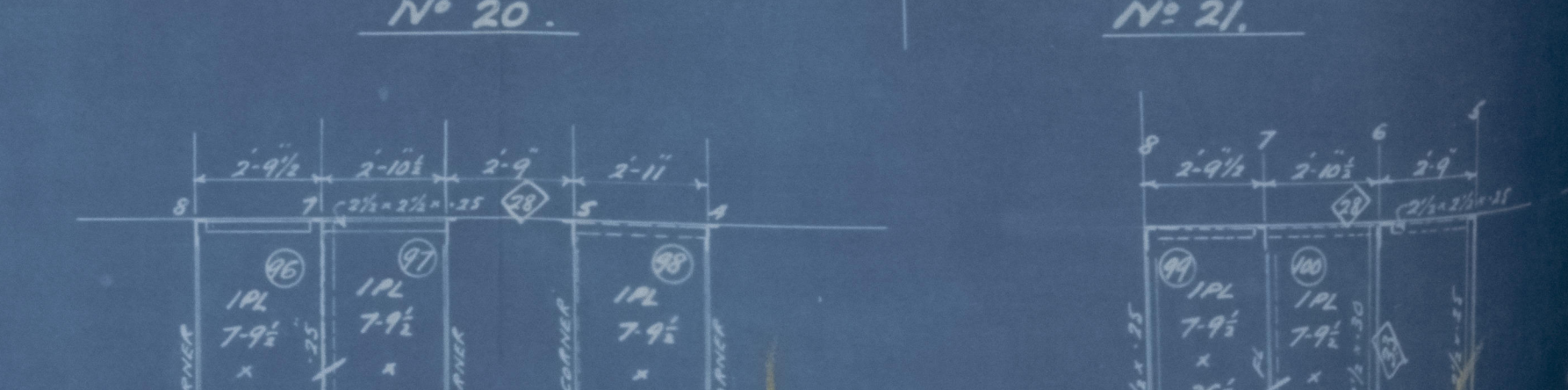
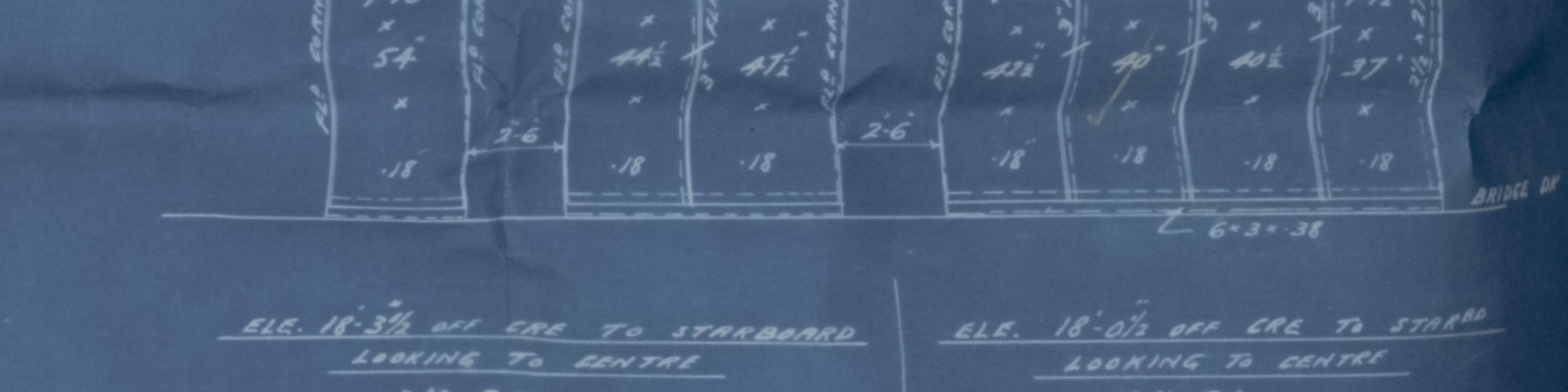
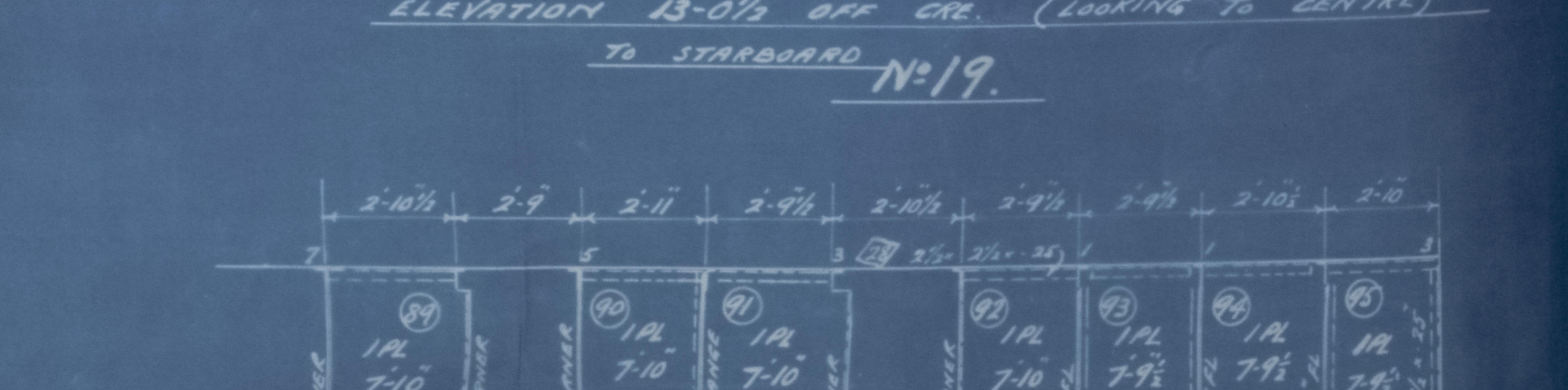
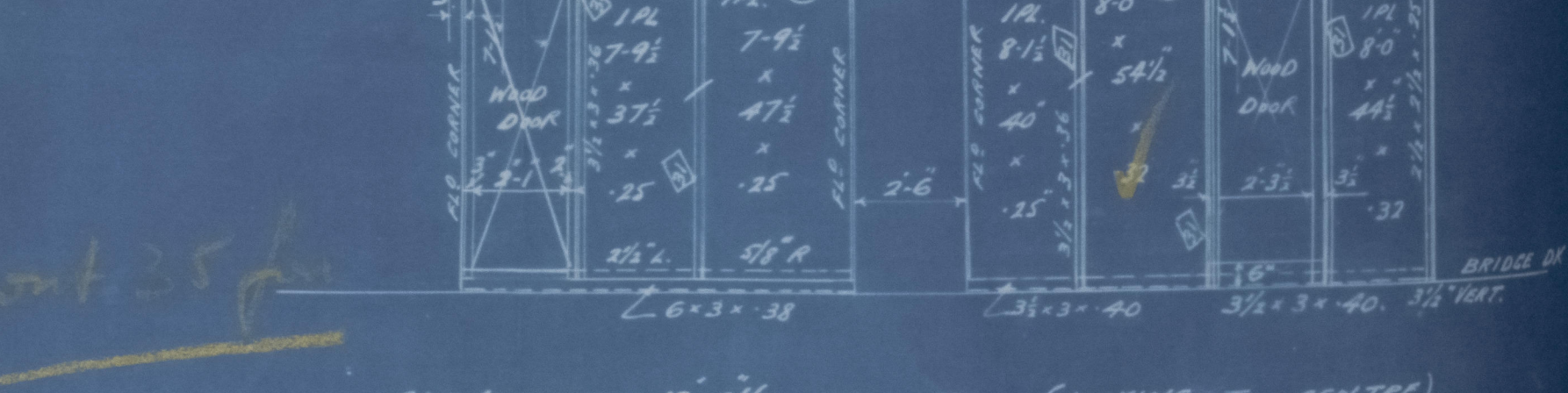
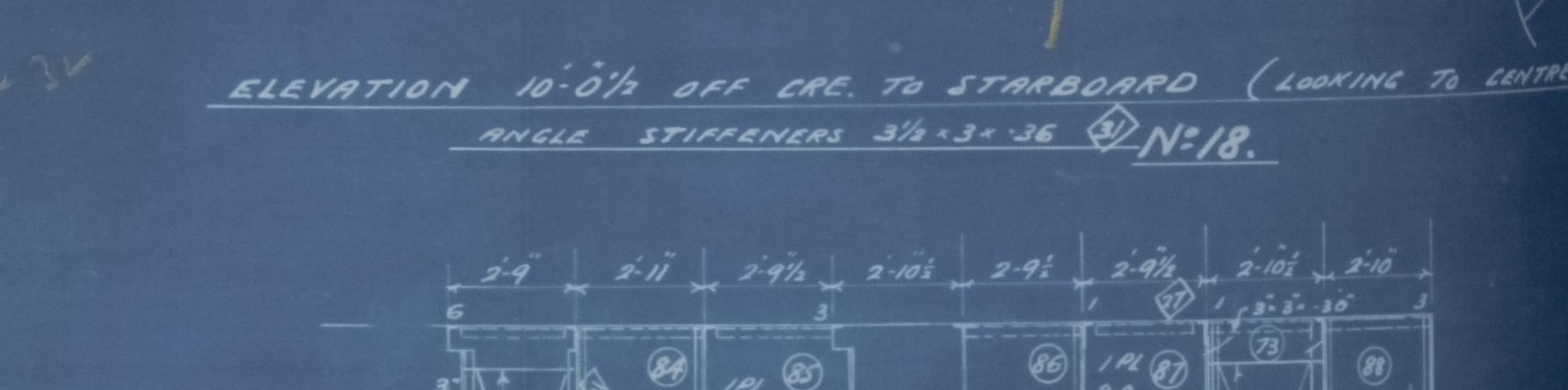
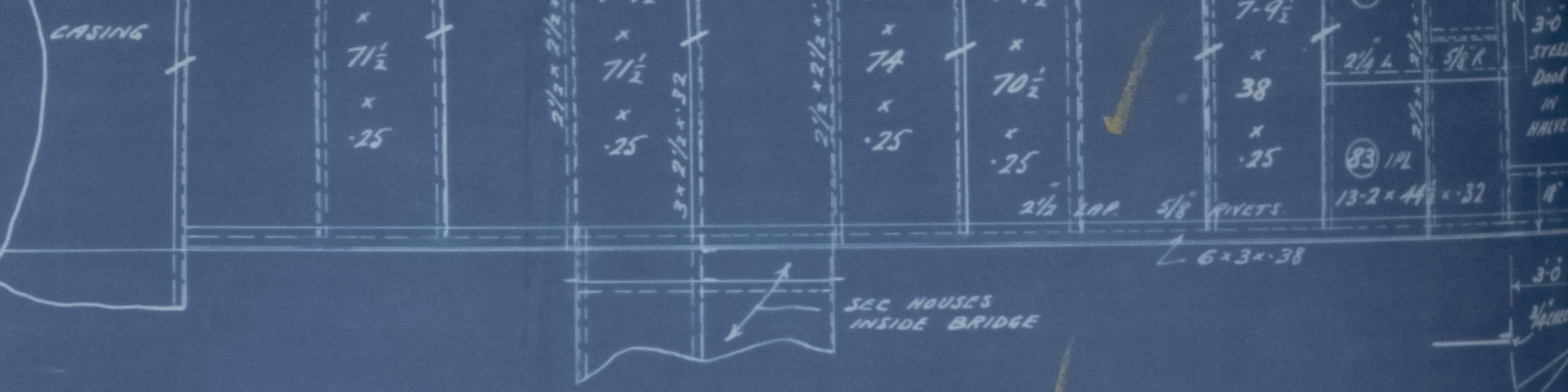
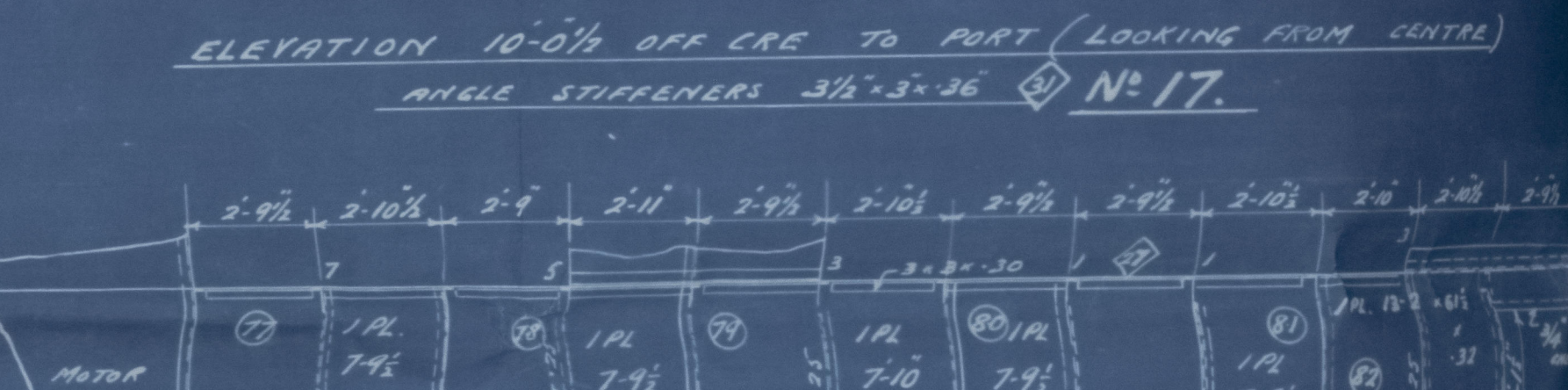
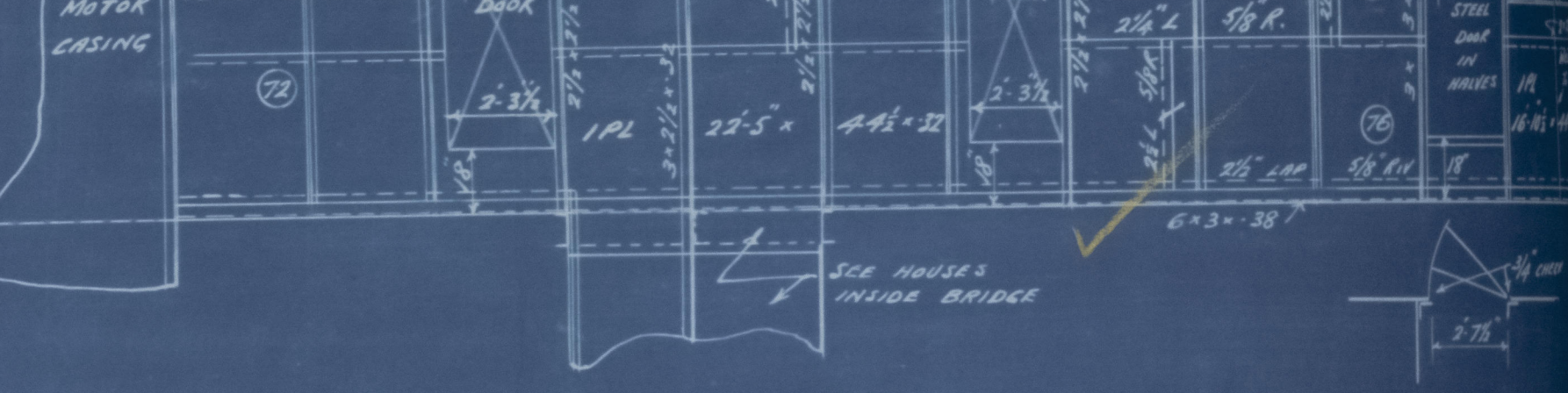
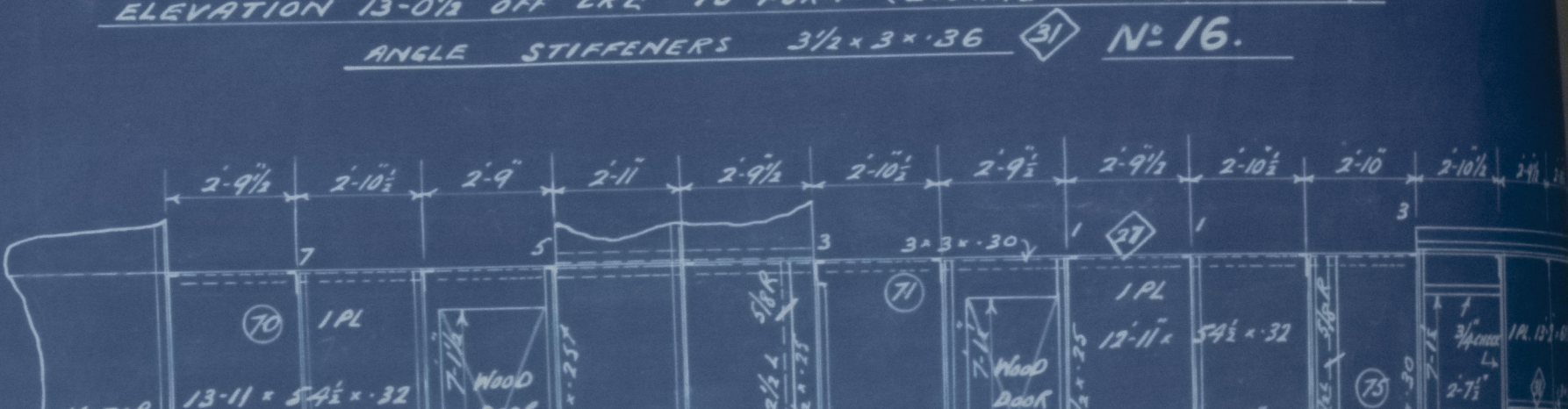
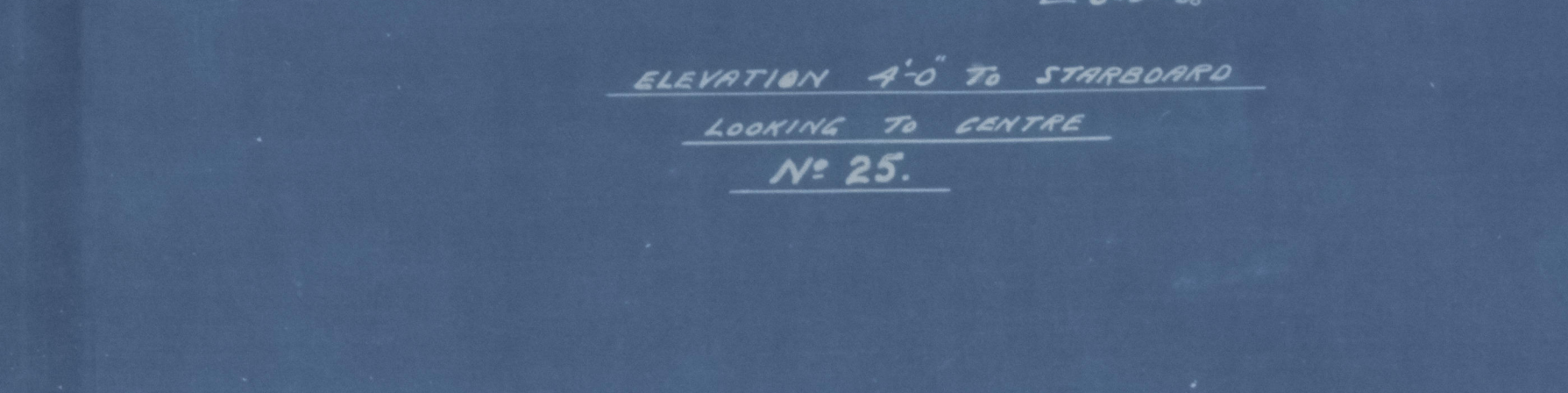
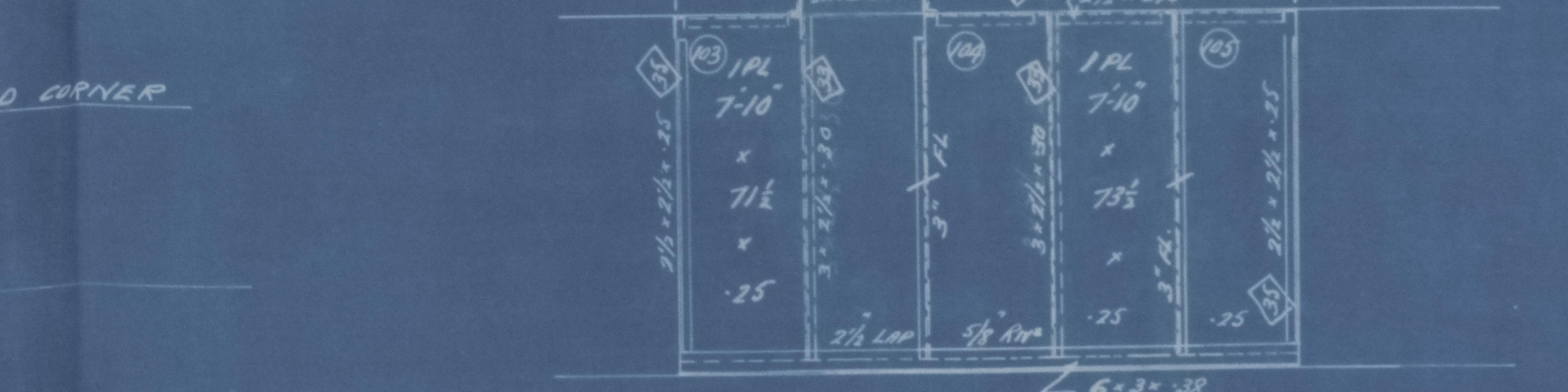
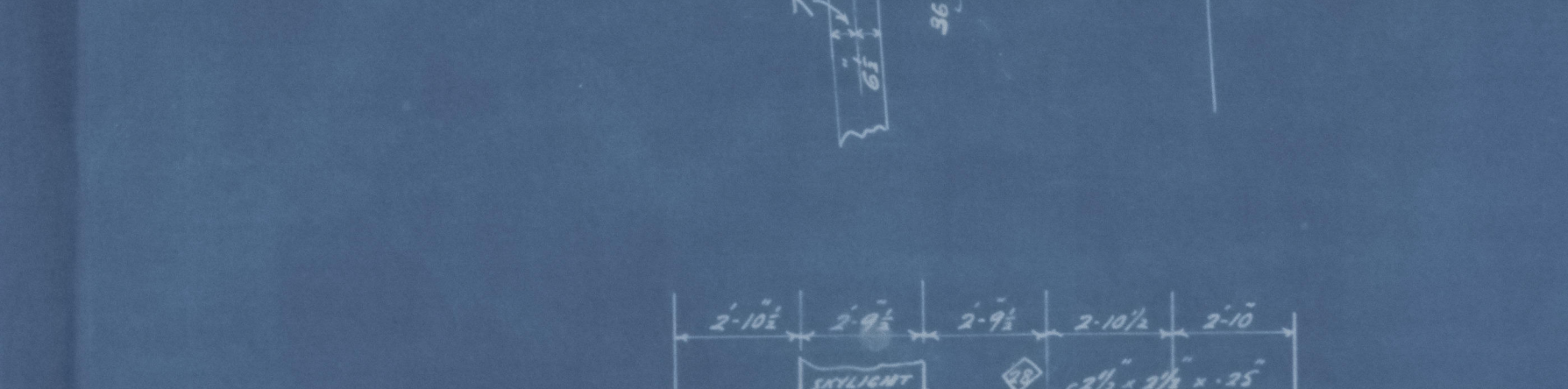
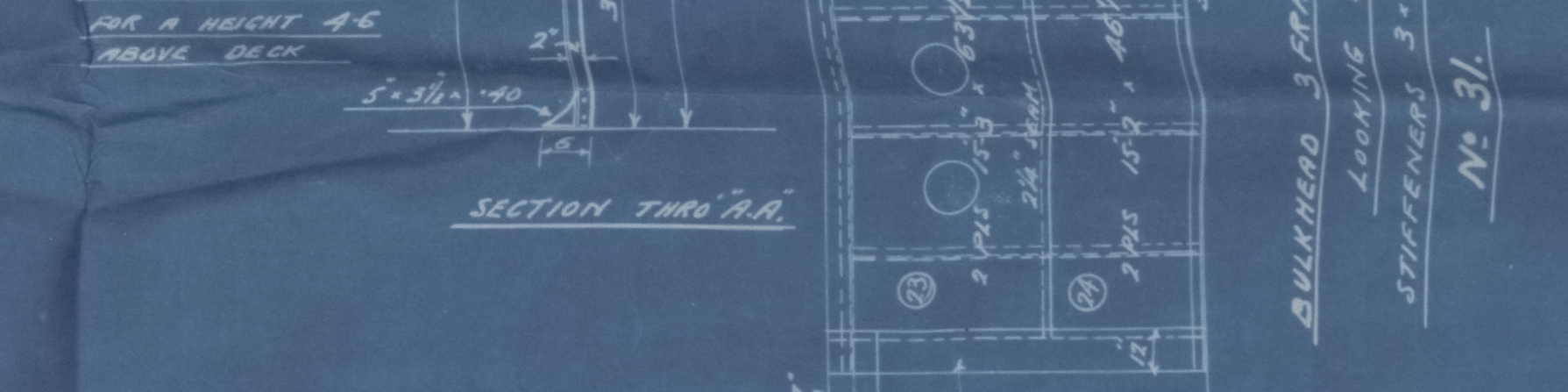
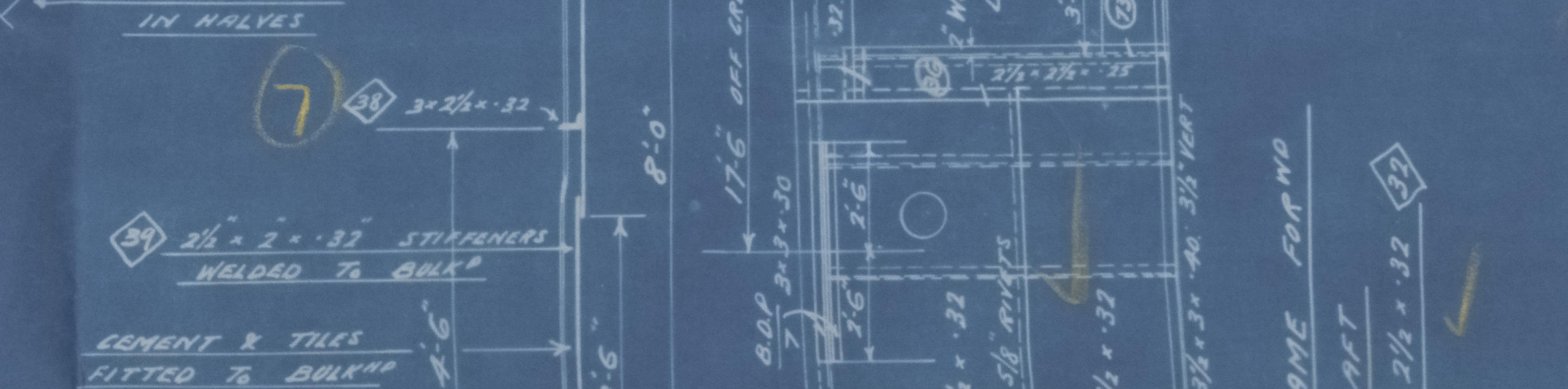
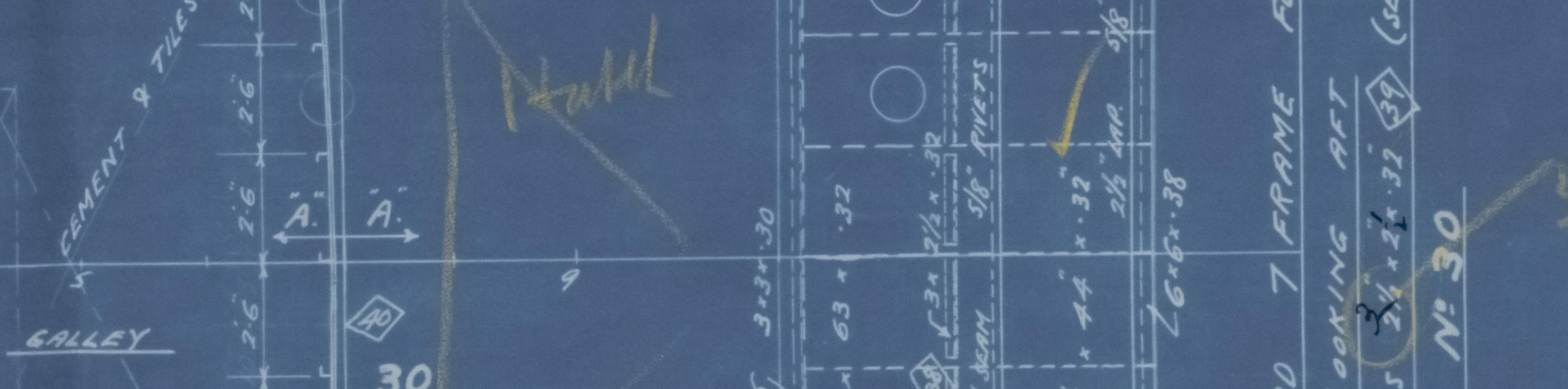
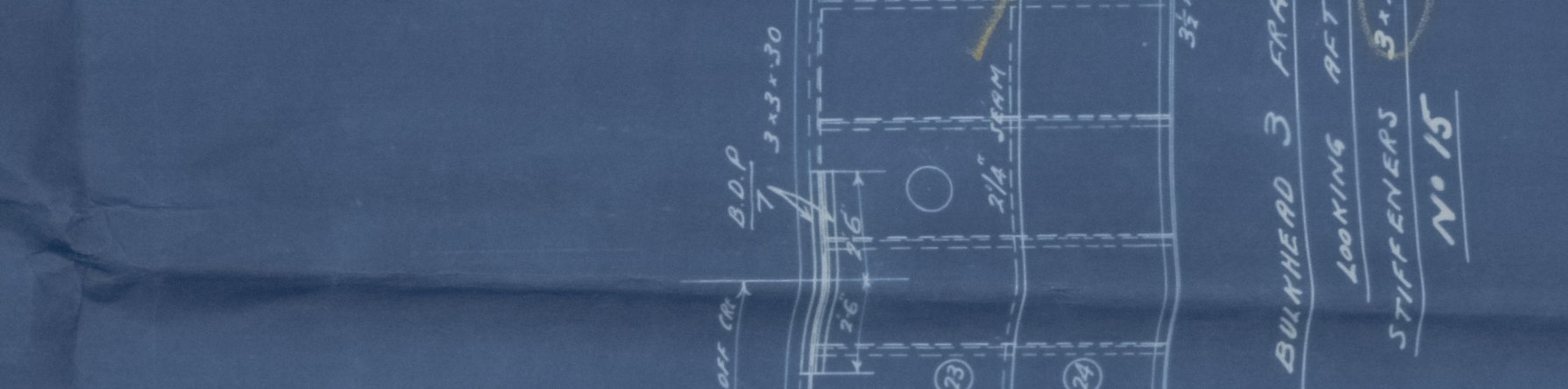
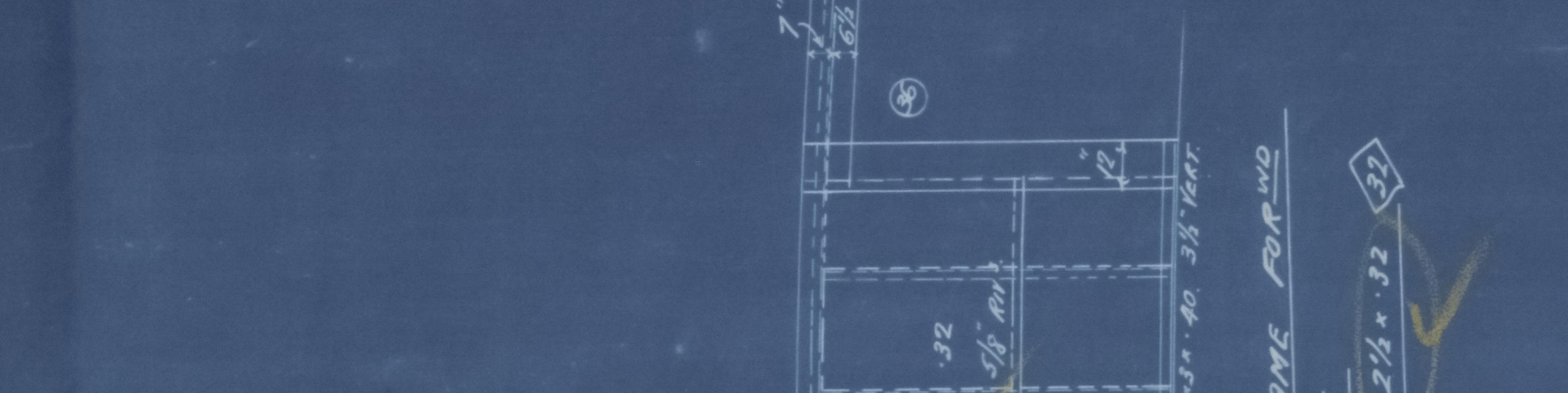
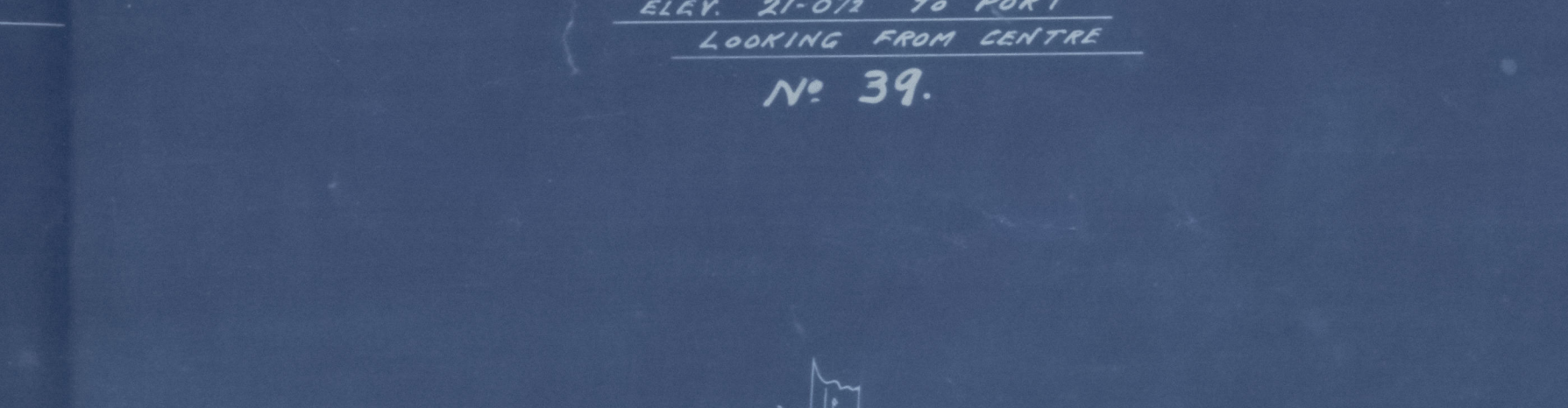
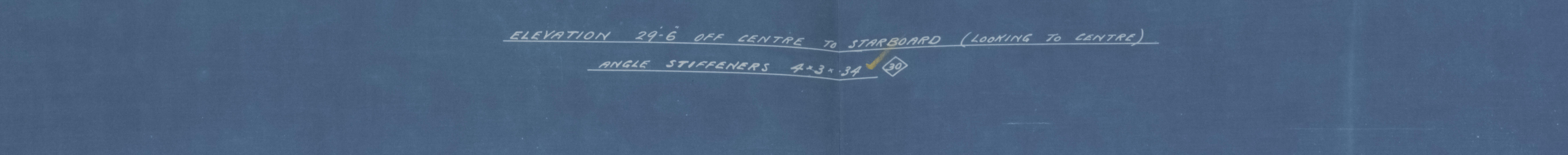
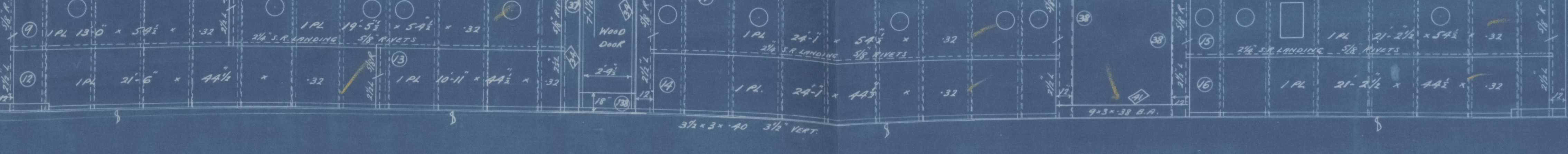
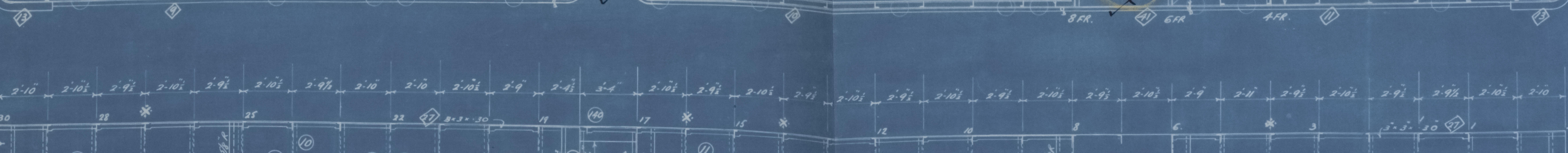
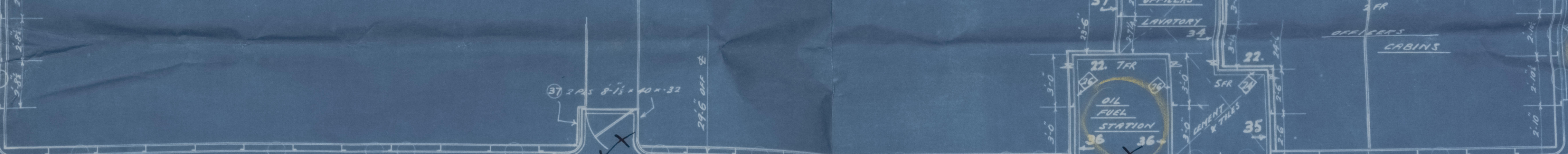
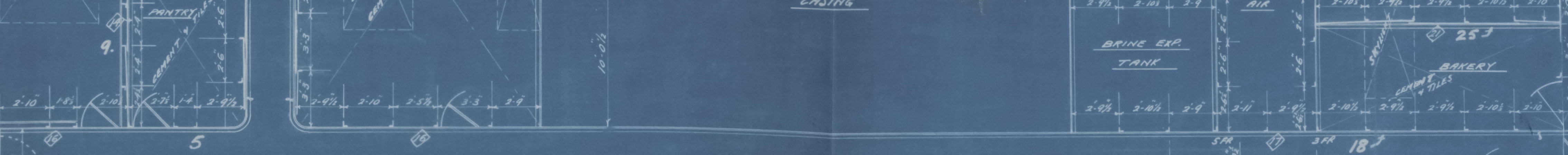
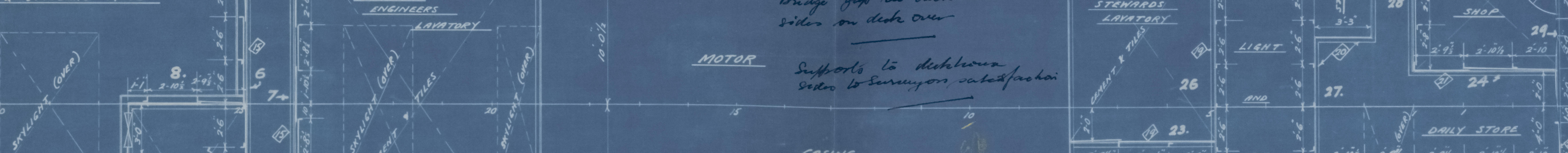
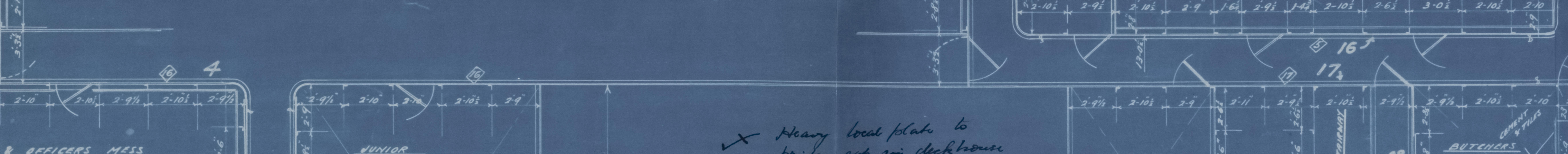
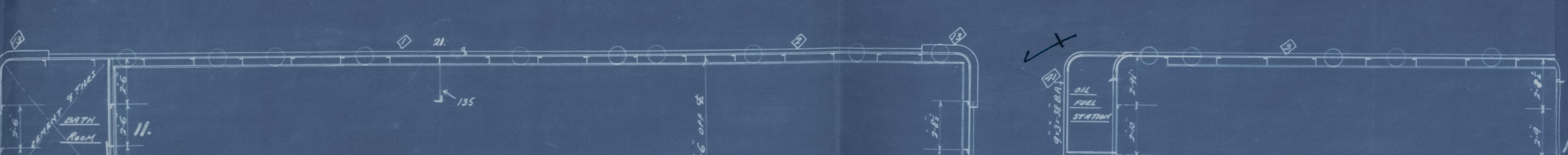
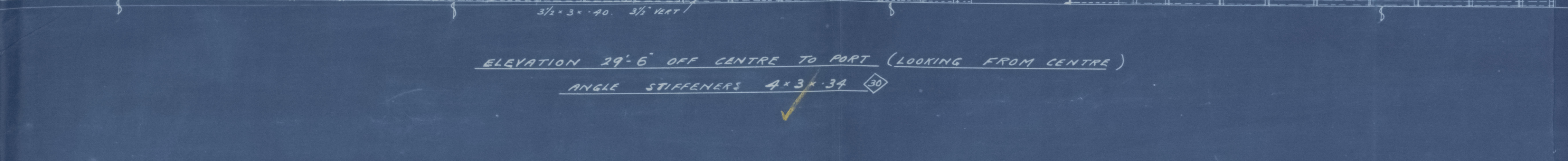
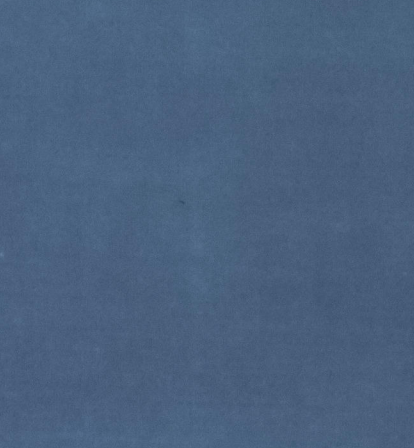
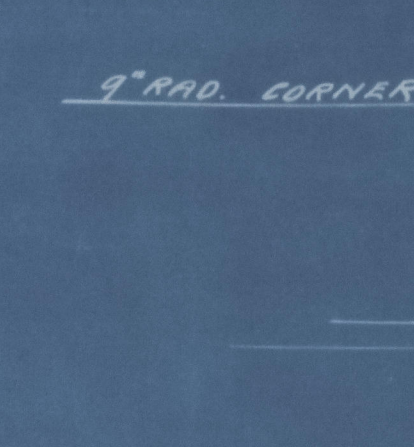
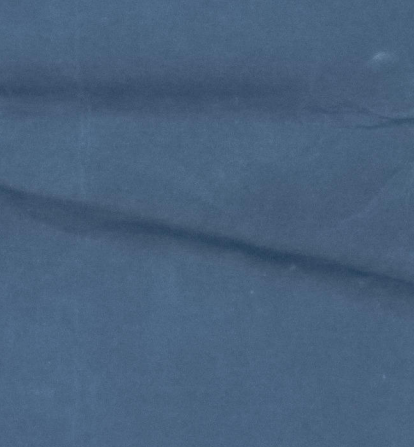
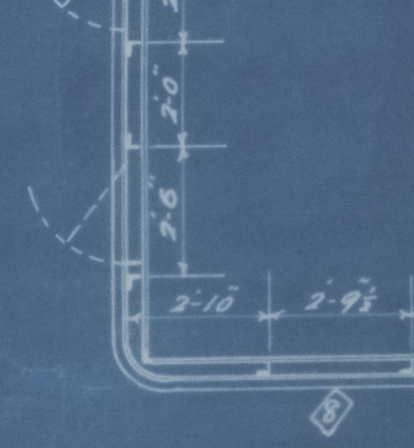
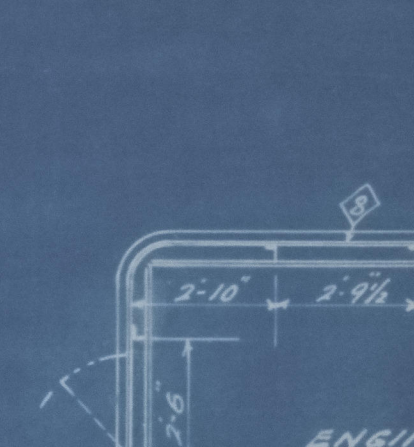
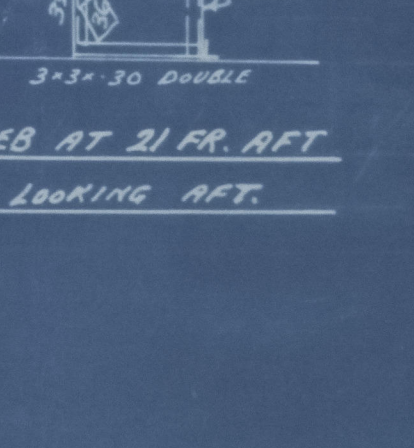
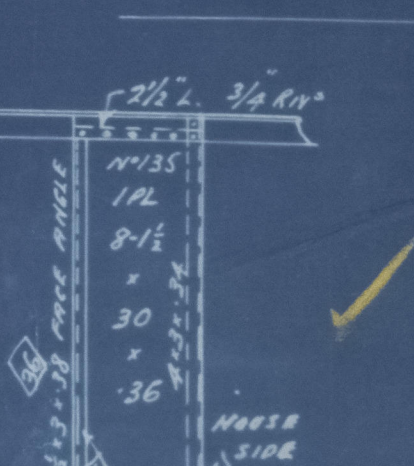
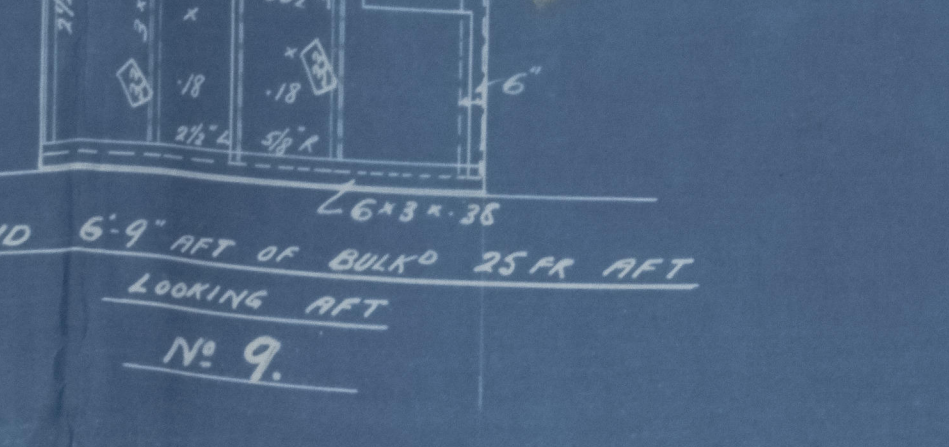
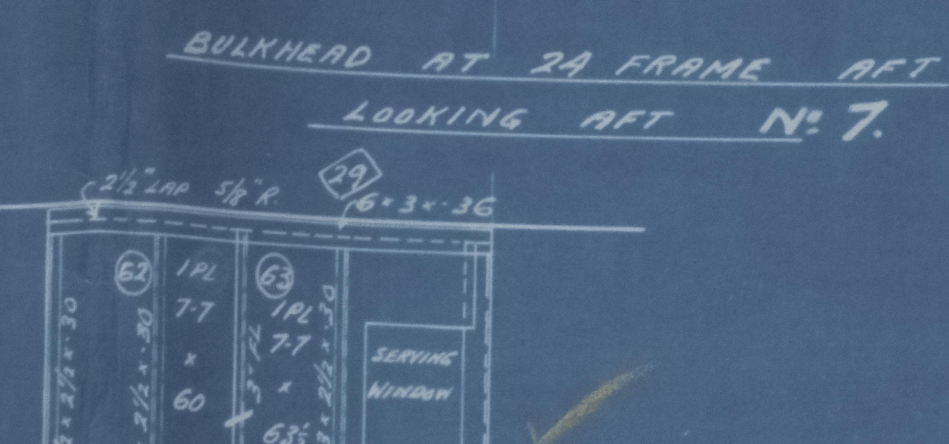
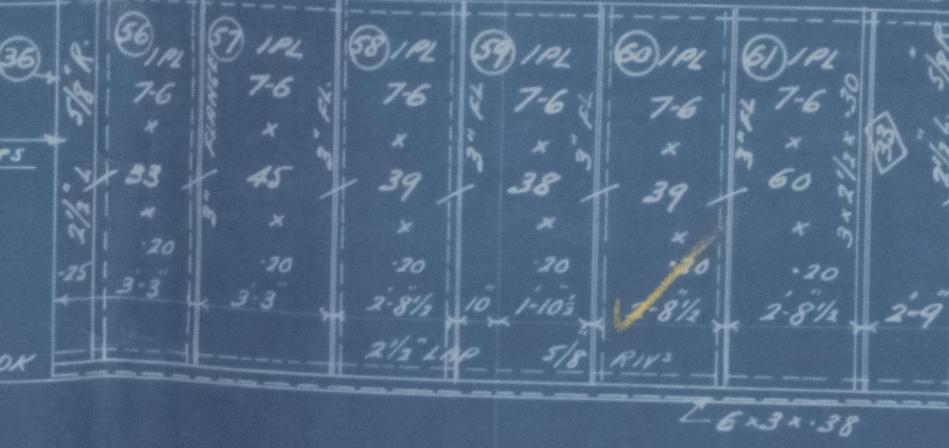
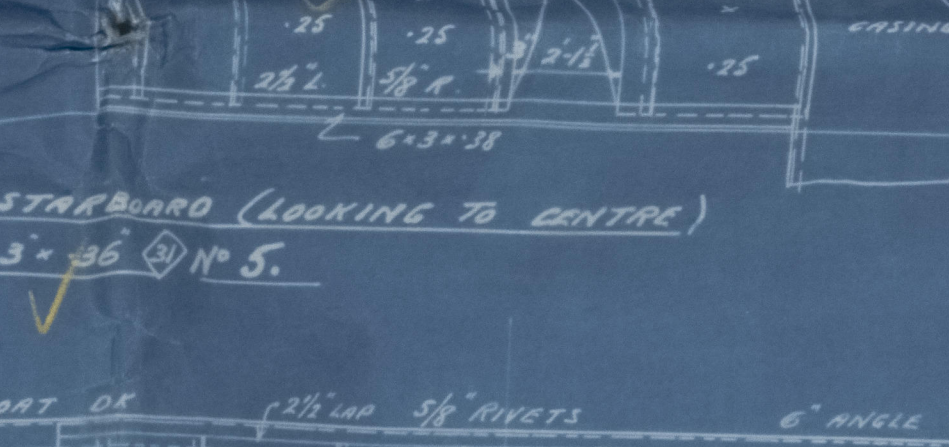
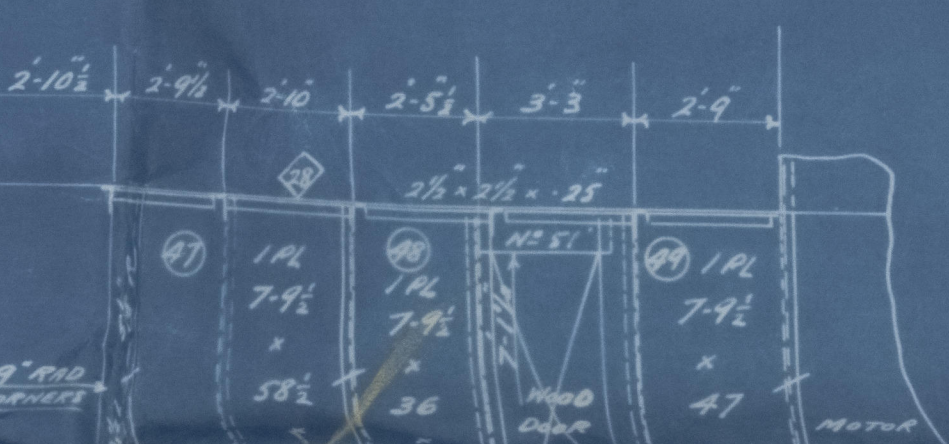
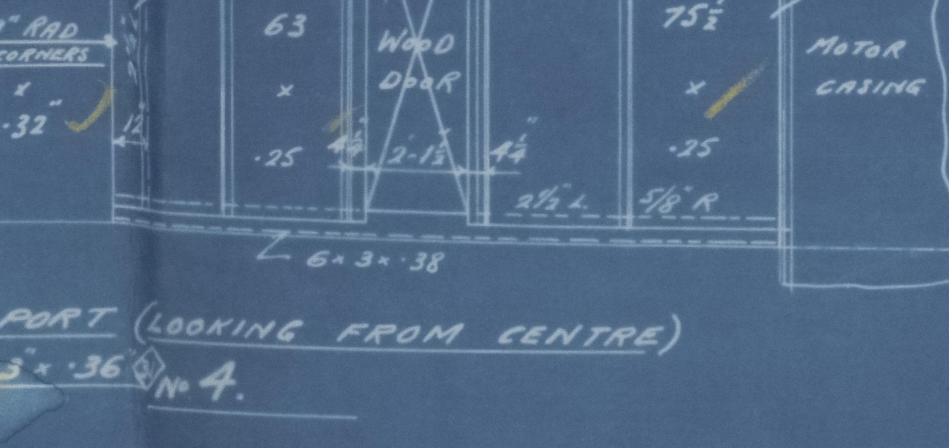
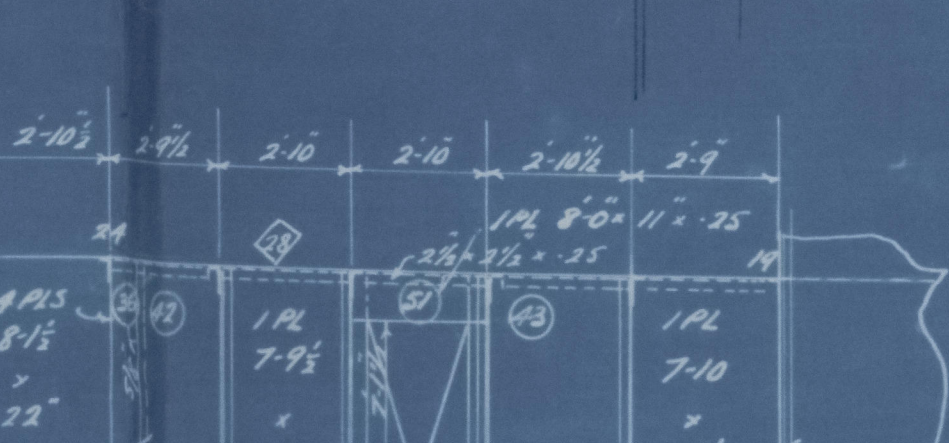
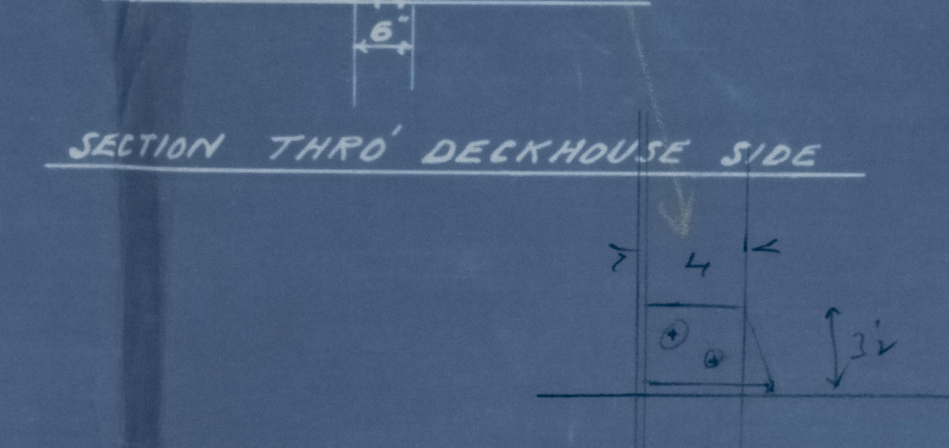
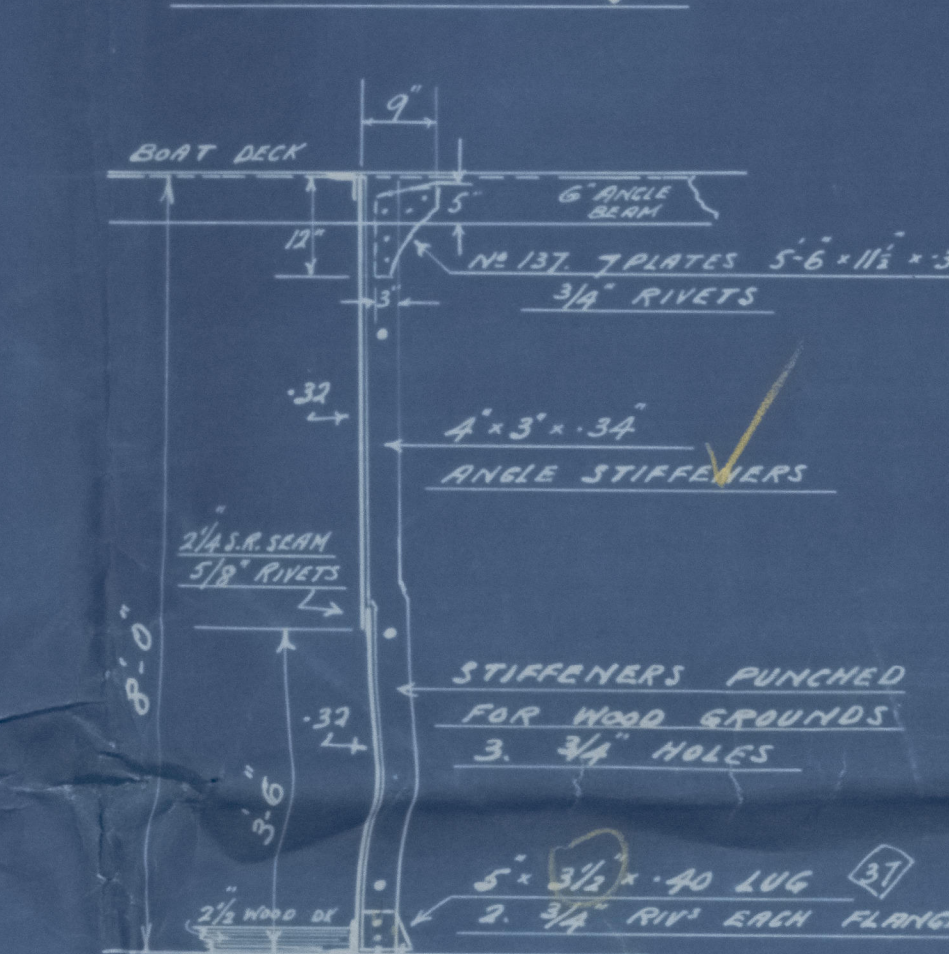
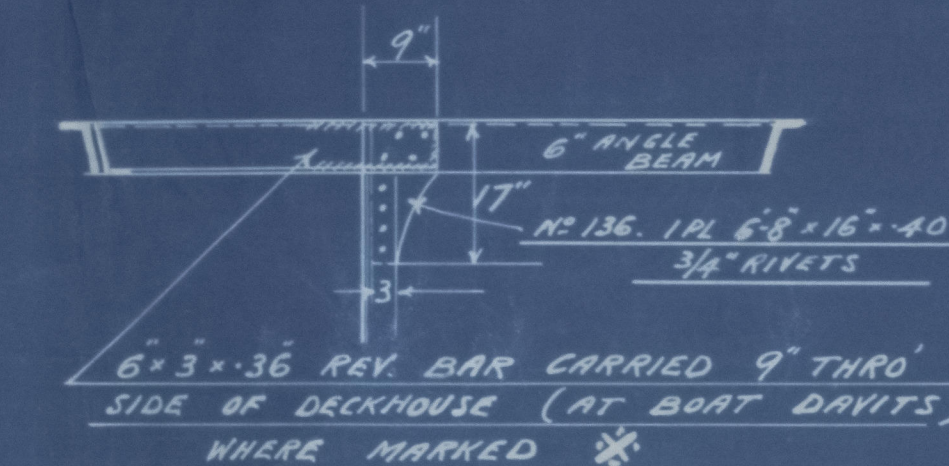
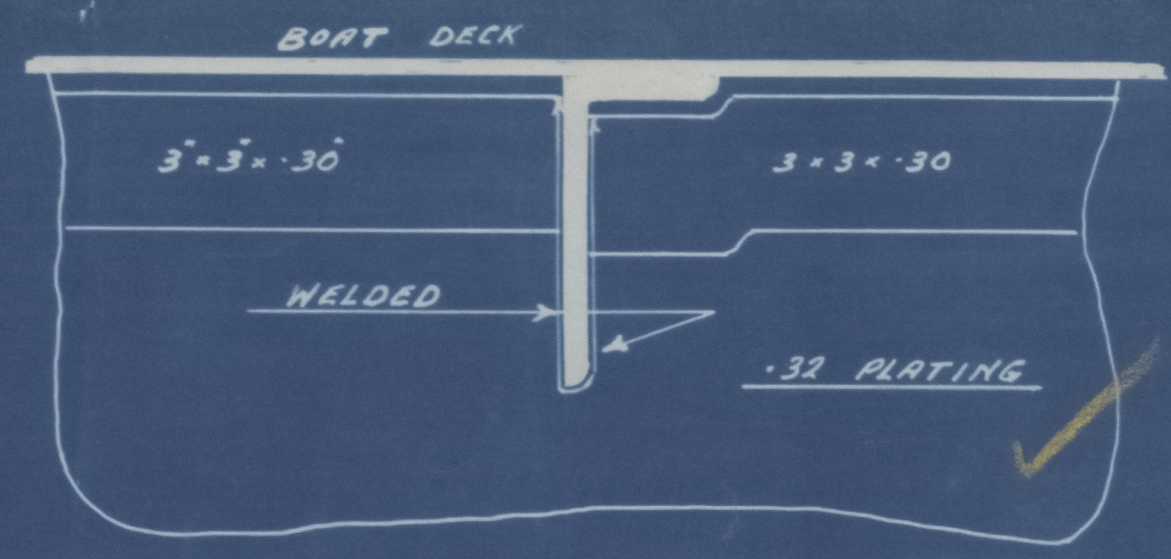
No. 933 - 934.
BRIDGE DECKHOUSE.

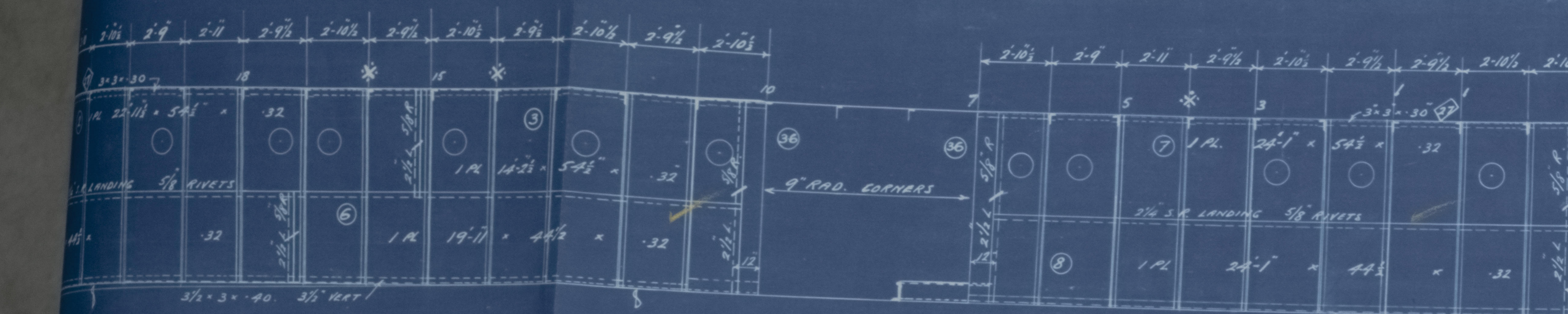
SCALE 1/8" = ONE FOOT

MATERIAL IN 1" BODY ANGLES

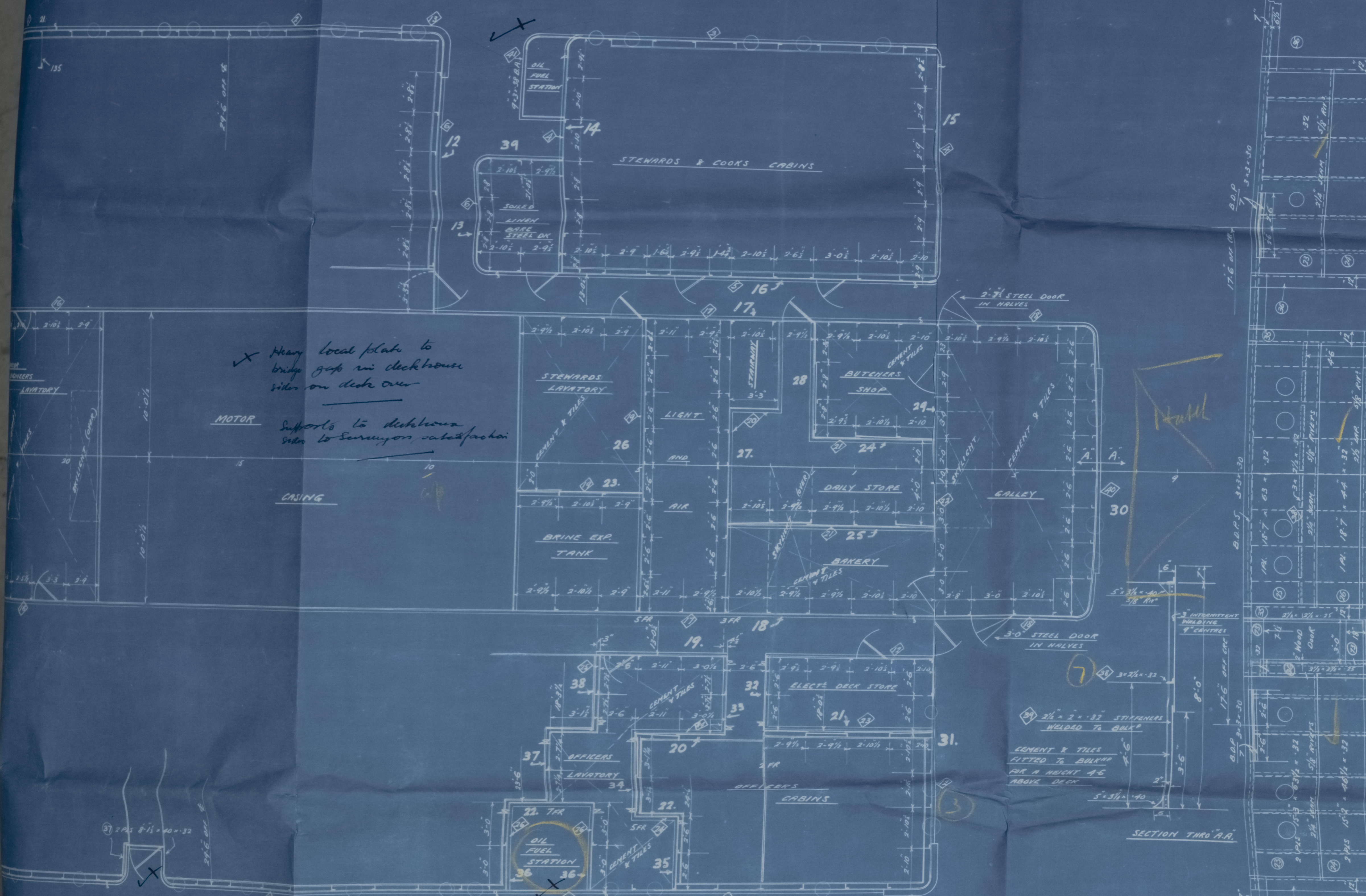
CHARGE NO. 114

DETAIL SHOWING CONNECTION OF
DECKHOUSE TO 6" x 3" x 36" ANGLE BEAMS
SCALE 3" = ONE FOOT



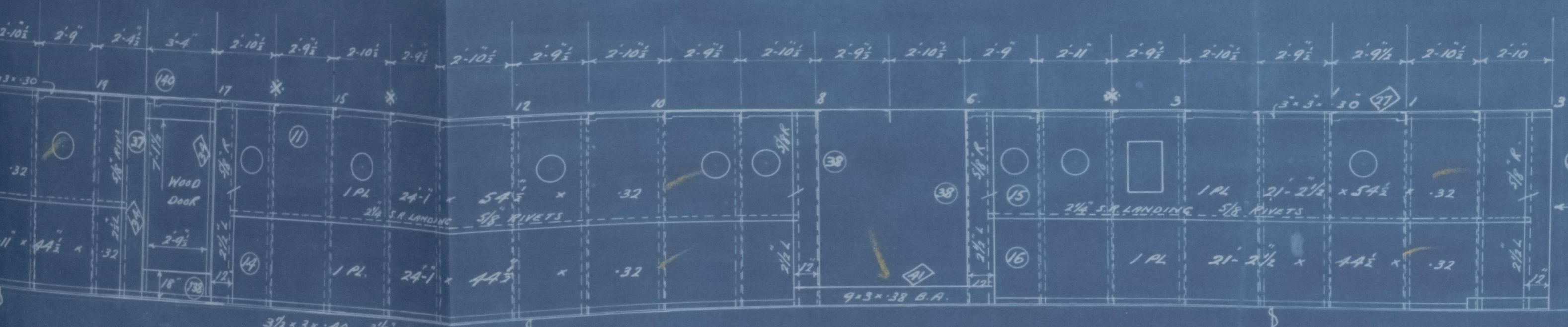


ELEVATION 29'-6" OFF CENTRE TO PORT (LOOKING FROM CENTRE)
ANGLE STIFFENERS 4'-3" x 3'-6"

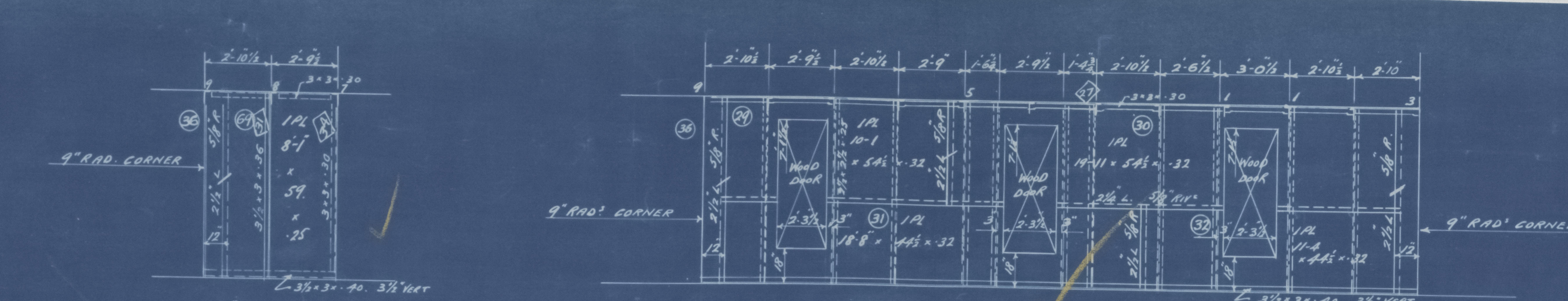


Many local plates to
be put in deck over
motor

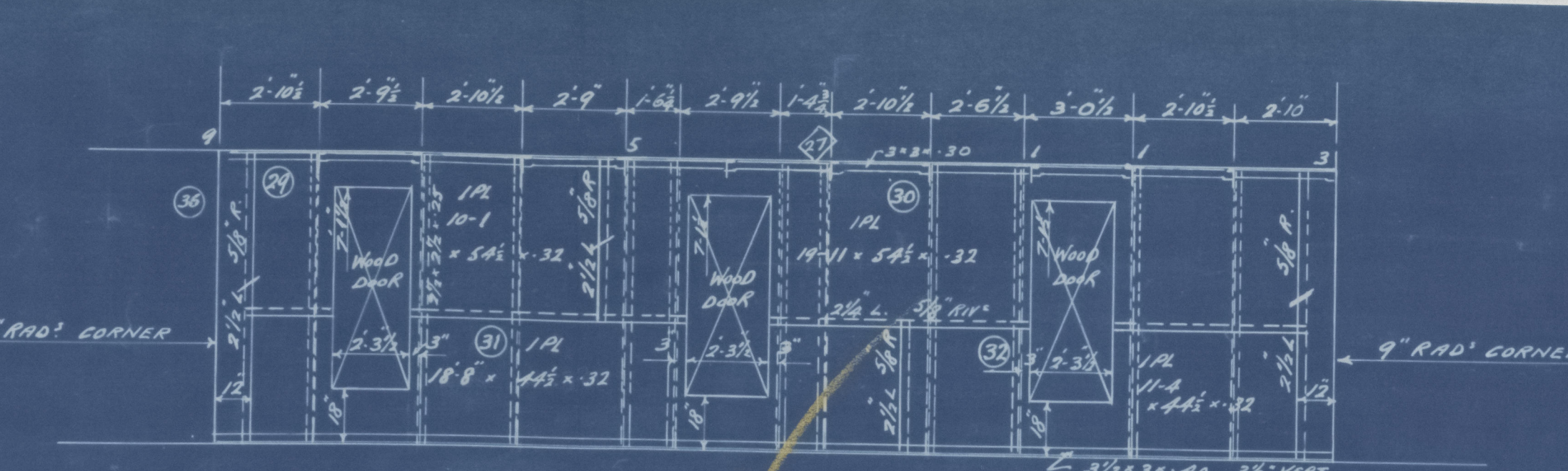
Supports to deckhouse
over to foreman's cabin/forward



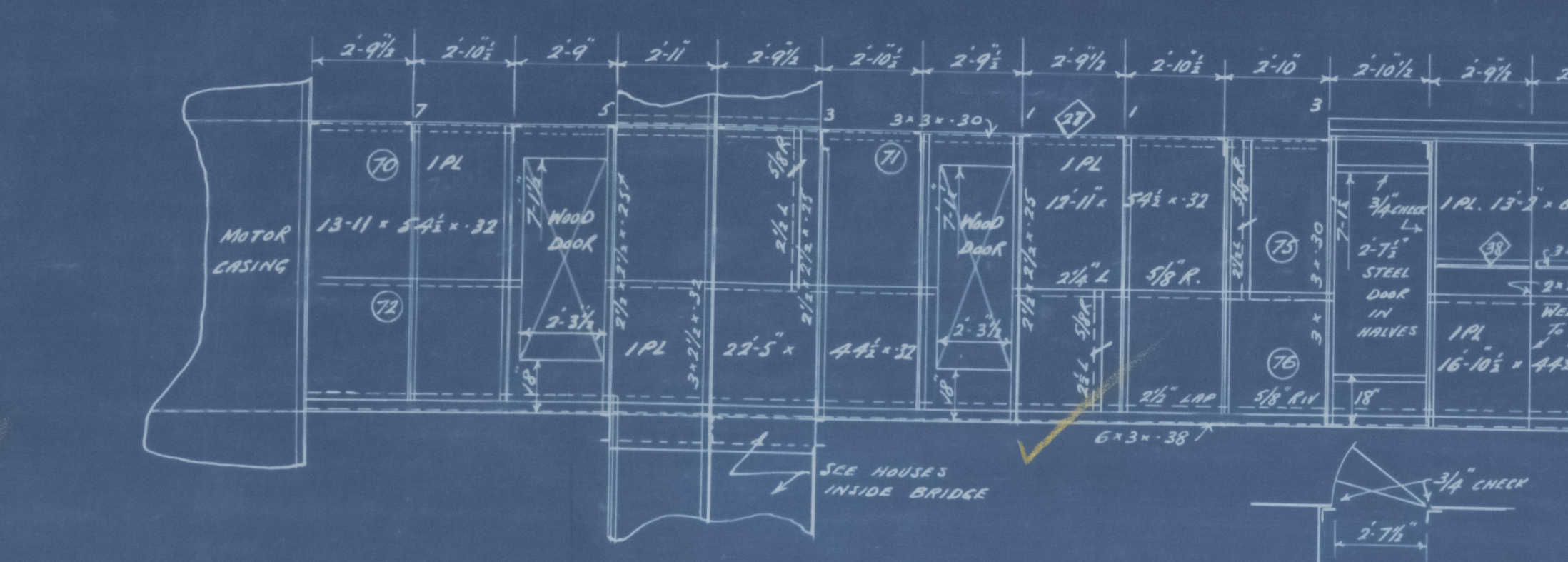
ELEVATION 29'-6" OFF CENTRE TO STARBOARD (LOOKING TO CENTRE)
ANGLE STIFFENERS 4'-3" x 3'-6"



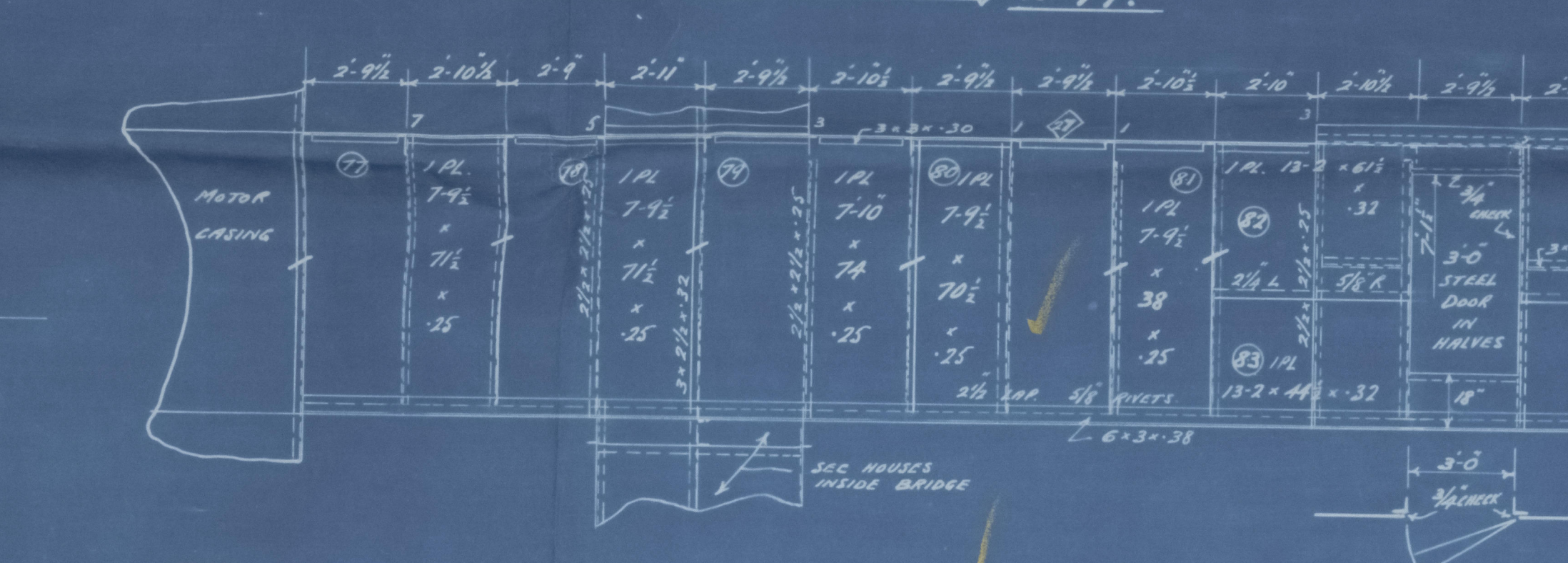
ELEVATION 21'-0" TO PORT
LOOKING FROM CENTRE
N° 39.



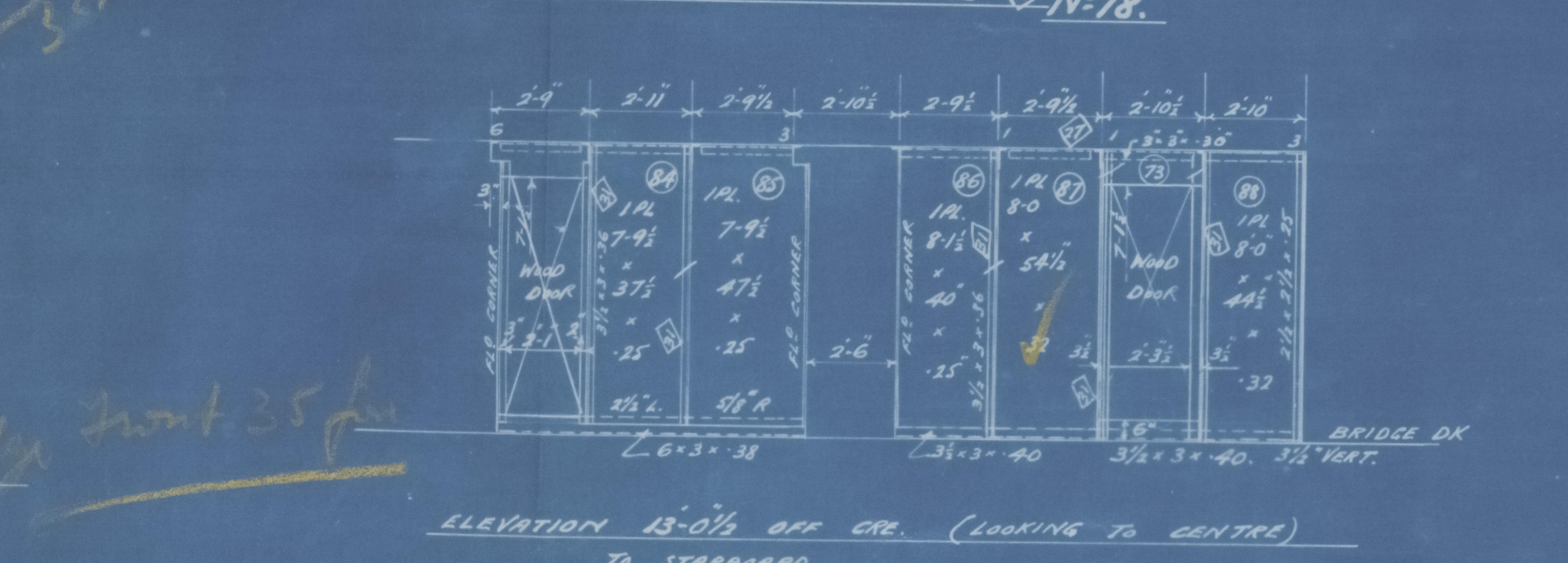
ELEVATION 15'-0" OFF CENTRE TO PORT (LOOKING FROM CENTRE)
ANGLE STIFFENERS 3'-11" x 3'-6" N° 16.



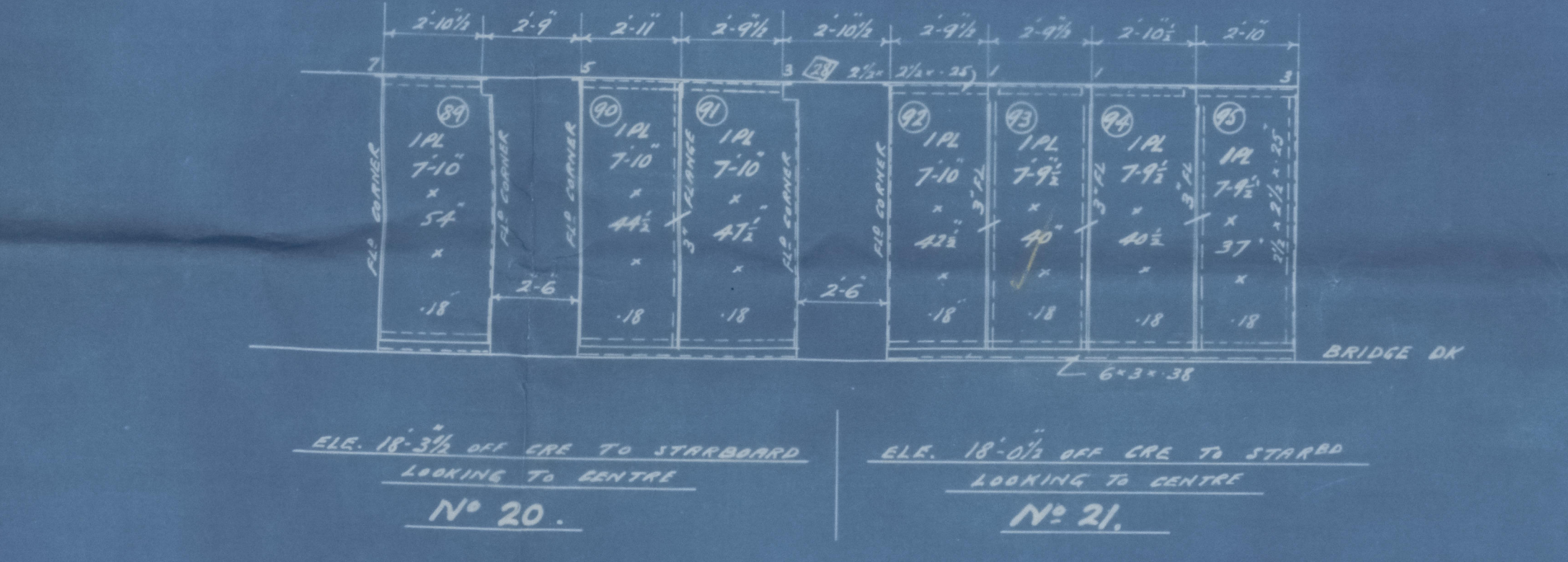
ELEVATION 10'-0" OFF CENTRE TO PORT (LOOKING FROM CENTRE)
ANGLE STIFFENERS 3'-11" x 3'-6" N° 17.



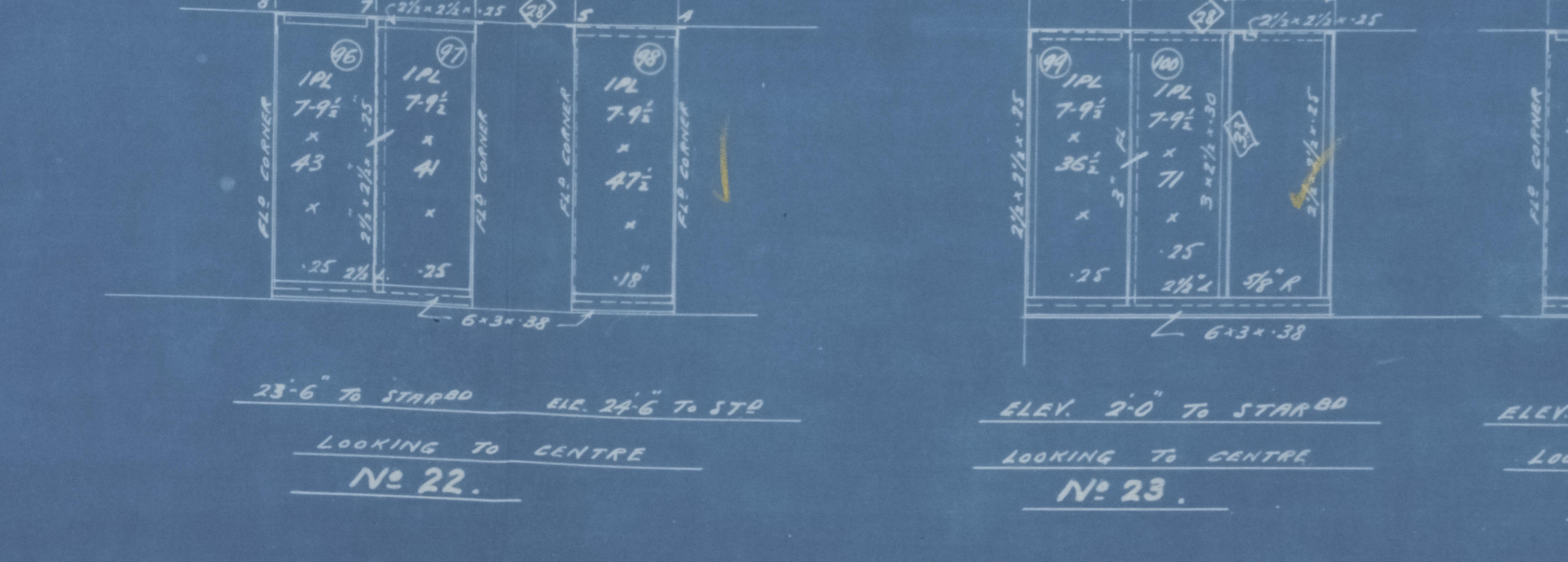
ELEVATION 10'-0" OFF CENTRE TO STARBOARD (LOOKING TO CENTRE)
ANGLE STIFFENERS 3'-11" x 3'-6" N° 18.



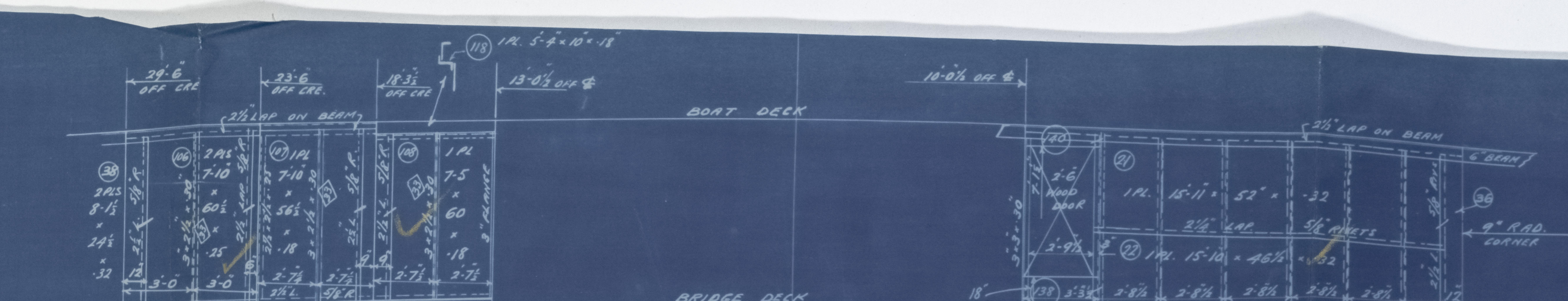
ELEVATION 15'-0" OFF CENTRE (LOOKING TO CENTRE)
TO STARBOARD N° 19.



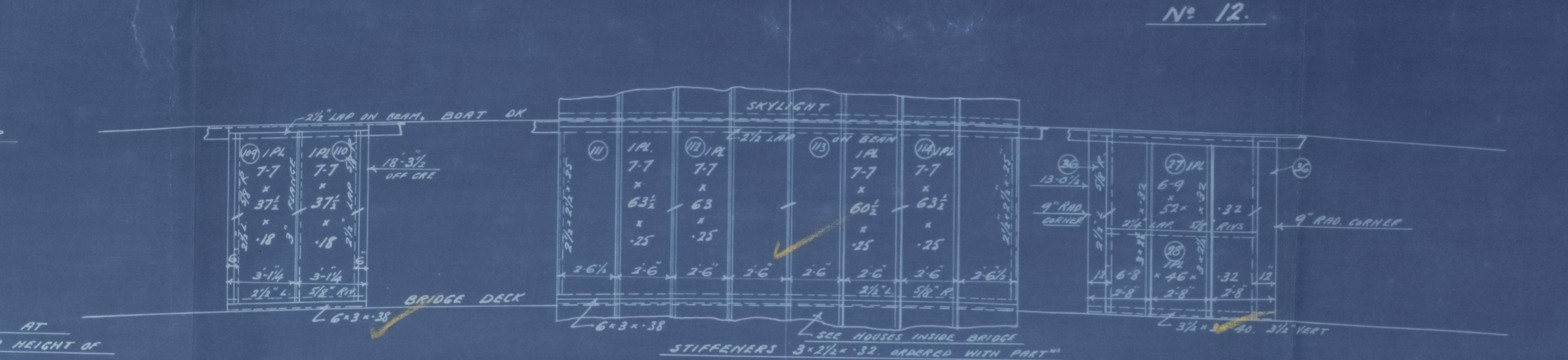
ELEVATION 15'-0" OFF CENTRE TO STARBOARD
LOOKING TO CENTRE N° 20.



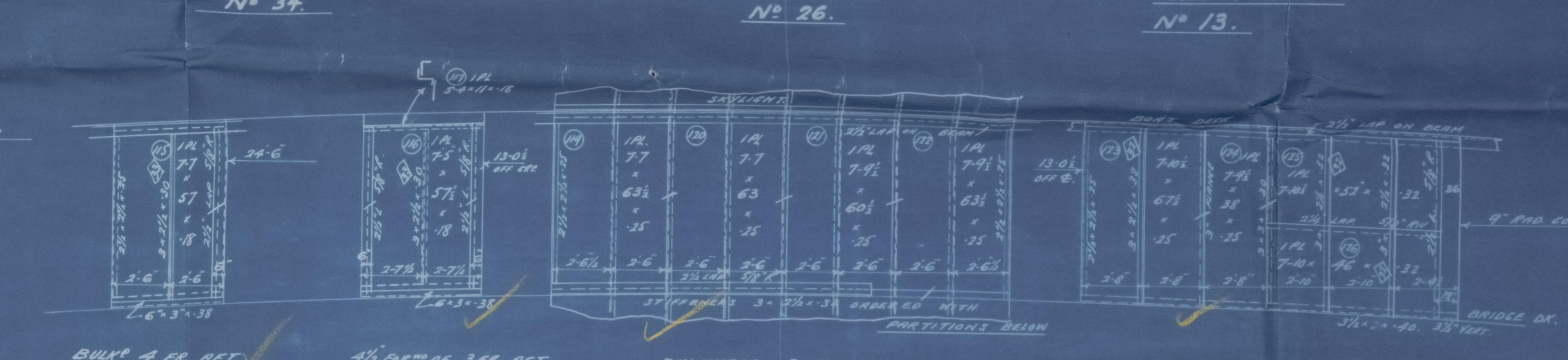
ELEVATION 15'-0" OFF CENTRE TO STARBOARD
LOOKING TO CENTRE N° 21.



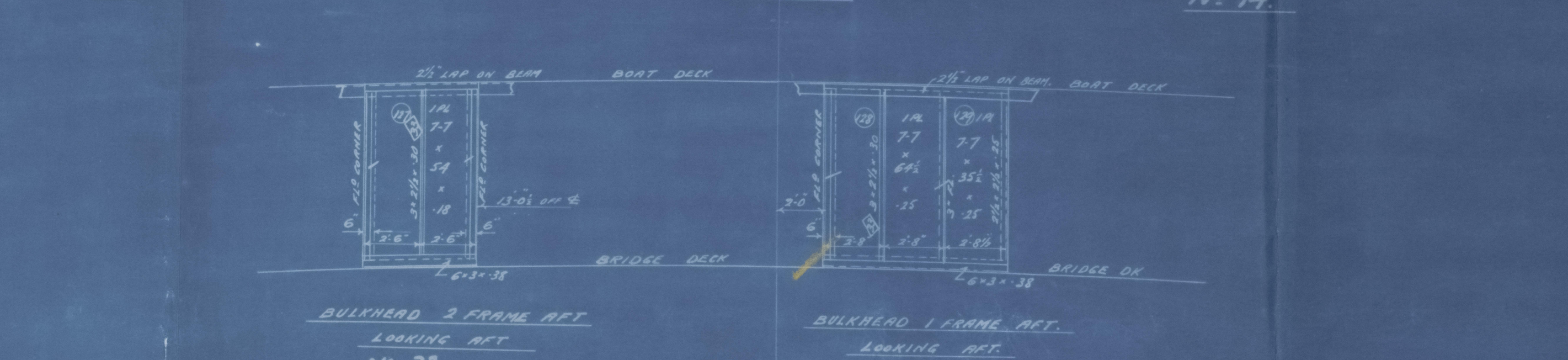
ANGLE 8' x 8' RT. 7' x 8' RT. 5' x 8' RT. 4' x 8' RT.
N° 36. N° 37. N° 38.



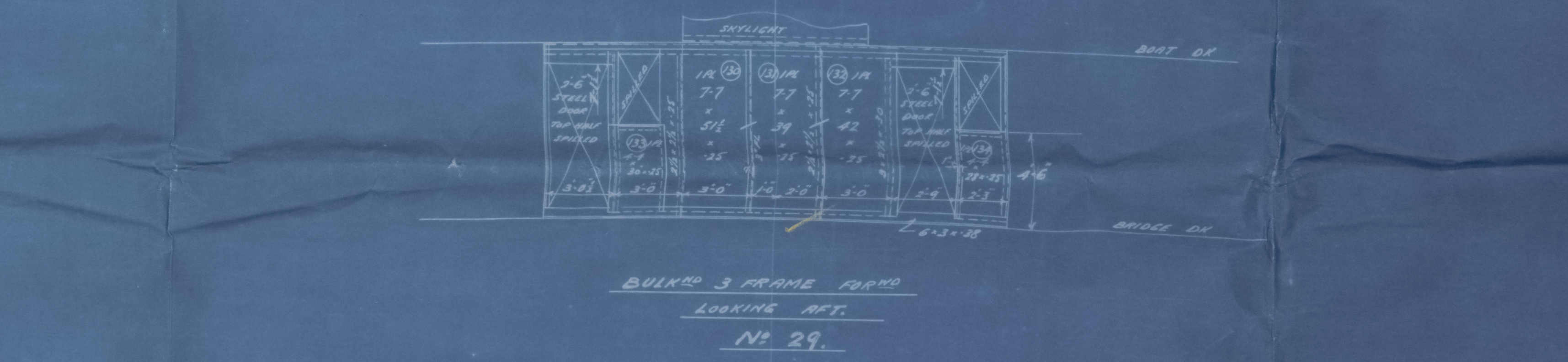
ANGLE 8' x 8' RT. 7' x 8' RT. 5' x 8' RT. 4' x 8' RT.
N° 36. N° 37. N° 38.



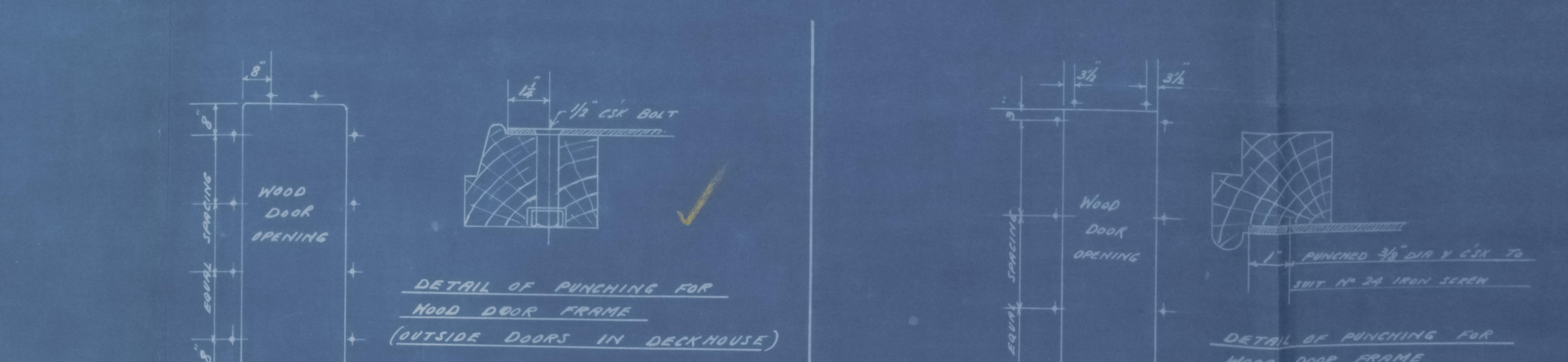
ANGLE 8' x 8' RT. 7' x 8' RT. 5' x 8' RT. 4' x 8' RT.
N° 36. N° 37. N° 38.



ANGLE 8' x 8' RT. 7' x 8' RT. 5' x 8' RT. 4' x 8' RT.
N° 36. N° 37. N° 38.



ANGLE 8' x 8' RT. 7' x 8' RT. 5' x 8' RT. 4' x 8' RT.
N° 36. N° 37. N° 38.



ANGLE 8' x 8' RT. 7' x 8' RT. 5' x 8' RT. 4' x 8' RT.
N° 36. N° 37. N° 38.

NO.	LENGTH	SIDE	DESCRIPTION	ANGLE
1	24'-0"	25'-0"	PORT SIDE	15°
2	24'-0"	25'-0"	PORT SIDE	15°
3	24'-0"	25'-0"	PORT SIDE	15°
4	24'-0"	25'-0"	PORT SIDE	15°
5	24'-0"	25'-0"	PORT SIDE	15°
6	24'-0"	25'-0"	PORT SIDE	15°
7	24'-0"	25'-0"	PORT SIDE	15°
8	24'-0"	25'-0"	PORT SIDE	15°
9	24'-0"	25'-0"	PORT SIDE	15°
10	24'-0"	25'-0"	PORT SIDE	15°
11	24'-0"	25'-0"	PORT SIDE	15°
12	24'-0"	25'-0"	PORT SIDE	15°
13	24'-0"	25'-0"	PORT SIDE	15°
14	24'-0"	25'-0"	PORT SIDE	15°
15	24'-0"	25'-0"	PORT SIDE	15°
16	24'-0"	25'-0"	PORT SIDE	15°
17	24'-0"	25'-0"	PORT SIDE	15°
18	24'-0"	25'-0"	PORT SIDE	15°
19	24'-0"	25'-0"	PORT SIDE	15°
20	24'-0"	25'-0"	PORT SIDE	15°
21	24'-0"	25'-0"	PORT SIDE	15°
22	24'-0"	25'-0"	PORT SIDE	15°
23	24'-0"	25'-0"	PORT SIDE	15°
24	24'-0"	25'-0"	PORT SIDE	15°
25	24'-0"	25'-0"	PORT SIDE	15°
26	24'-0"	25'-0"	PORT SIDE	15°
27	24'-0"	25'-0"	PORT SIDE	15°
28	24'-0"	25'-0"	PORT SIDE	15°
29	24'-0"	25'-0"	PORT SIDE	15°
30	24'-0"	25'-0"	PORT SIDE	15°
31	24'-0"	25'-0"	PORT SIDE	15°
32	24'-0"	25'-0"	PORT SIDE	15°
33	24'-0"	25'-0"	PORT SIDE	15°
34	24'-0"	25'-0"	PORT SIDE	15°
35	24'-0"	25'-0"	PORT SIDE	15°
36	24'-0"	25'-0"	PORT SIDE	15°
37	24'-0"	25'-0"	PORT SIDE	15°
38	24'-0"	25'-0"	PORT SIDE	15°
39	24'-0"	25'-0"	PORT SIDE	15°
40	24'-0"	25'-0"	PORT SIDE	15°
41	24'-0"	25'-0"	PORT SIDE	15°
42	24'-0"	25'-0"	PORT SIDE	15°
43	24'-0"	25'-0"	PORT SIDE	15°
44	24'-0"	25'-0"	PORT SIDE	15°
45	24'-0"	25'-0"	PORT SIDE	15°
46	24'-0"	25'-0"	PORT SIDE	15°
47	24'-0"	25'-0"	PORT SIDE	15°
48	24'-0"	25'-0"	PORT SIDE	15°
49	24'-0"	25'-0"	PORT SIDE	15°
50	24'-0"	25'-0"	PORT SIDE	15°

NO.	LENGTH	SIDE	DESCRIPTION	ANGLE
1	24'-0"	25'-0"	PORT SIDE	15°
2	24'-0"	25'-0"	PORT SIDE	15°
3	24'-0"	25'-0"	PORT SIDE	15°
4	24'-0"	25'-0"	PORT SIDE	15°
5	24'-0"	25'-0"	PORT SIDE	15°
6	24'-0"	25'-0"	PORT SIDE	15°
7	24'-0"	25'-0"	PORT SIDE	15°
8	24'-0"	25'-0"	PORT SIDE	15°
9	24'-0"	25'-0"	PORT SIDE	15°
10	24'-0"	25'-0"	PORT SIDE	15°
11	24'-0"	25'-0"	PORT SIDE	15°
12	24'-0"	25'-0"	PORT SIDE	15°
13	24'-0"	25'-0"	PORT SIDE	15°
14	24'-0"	25'-0"	PORT SIDE	15°
15	24'-0"	25'-0"	PORT SIDE	15°
16	24'-0"	25'-0"	PORT SIDE	15°
17	24'-0"	25'-0"	PORT SIDE	15°
18	24'-0"	25'-0"	PORT SIDE	15°
19	24'-0"	25'-0"	PORT SIDE	15°
20	24'-0"	25'-0"	PORT SIDE	15°
21	24'-0"	25'-0"	PORT SIDE	15°
22	24'-0"	25'-0"	PORT SIDE	15°
23	24'-0"	25'-0"	PORT SIDE	15°
24	24'-0"	25'-0"	PORT SIDE	15°
25	24'-0"	25'-0"	PORT SIDE	15°
26	24'-0"	25'-0"	PORT SIDE	15°
27	24'-0"	25'-0"	PORT SIDE	15°
28	24'-0"	25'-0"	PORT SIDE	15°
29	24'-0"	25'-0"	PORT SIDE	15°
30	24'-0"	25'-0"	PORT SIDE	15°
31	24'-0"	25'-0"	PORT SIDE	15°
32	24'-0"	25'-0"	PORT SIDE	15°
33	24'-0"	25'-0"	PORT SIDE	15°
34	24'-0"	25'-0"	PORT SIDE	15°
35	24'-0"	25'-0"	PORT SIDE	15°
36	24'-0"	25'-0"	PORT SIDE	15°
37	24'-0"	25'-0"	PORT SIDE	15°
38	24'-0"	25'-0"	PORT SIDE	15°
39	24'-0"	25'-0"	PORT SIDE	15°
40	24'-0"	25'-0"	PORT SIDE	15°
41	24'-0"	25'-0"	PORT SIDE	15°
42	24'-0"	25'-0"	PORT SIDE	15°
43	24'-0"	25'-0"	PORT SIDE	15°
44	24'-0"	25'-0"	PORT SIDE	15°
45	24'-0"	25'-0"	PORT SIDE	15°
46	24'-0"	25'-0"	PORT SIDE	15°
47	24'-0"	25'-0"	PORT SIDE	15°
48	24'-0"	25'-0"	PORT SIDE	15°
49	24'-0"	25'-0"	PORT SIDE	15°
50	24'-0"	25'-0"	PORT SIDE	15°

DETAIL OF PINNING FOR
WOOD DOOR FRAME
(OUTSIDE DOORS IN DECKHOUSE)

DETAIL OF PINNING FOR
WOOD DOOR FRAME
(IN PARTITION BULKHEADS)

26

Harland & Wolff

933 / 4


Decks.

1 B 27

5

933/2

Imperial Star

 IMPERIAL STAR Bel 114 36

'NEW ZEALAND STAR.'

PLANS TRANSFERRED
TO SISTER VESSEL

934

⁴ New Zealanda Stør

005232-005238-0136

© 2021

Lloyd's Register
Foundation

Nos 933-4.

515'-0" x 70'-0" x 45'-4 1/2"

PLAN OF DECKS.

SCALE 1/8" = 1'-0"

MODIFICATIONS IN BLACK ARE
FOR SHIP AS BUILT.

OWNERS INCREASE TO SHELTER DECK & BRIDGE DECK
PLATING THICKNESS AS SHOWN.

SHELTER DECK.

BRIDGE DECK.

FORECASTLE DECK.

SHELTER DECK.

UPPER DECK.

UPPER DECK.

MAIN DECK.

MAIN DECK.

LOWER DECK.

TUNNEL TOP.

SECTION THIRD OIL FUEL TANKS.
SHOWING METHOD OF PLATING.
SCALE 1/8" = 1'-0"

SECTIONS THIRD MATCH SIDES.
SCALE 1/8" = 1'-0"

TWEEN DECKS UNINSULATED.

TWEEN DECKS INSULATED.

METHOD OF CONNECTING STRINGER PLATE TO SHELL IN WAY OF
TWEEN DECKS.
SCALE 1/8" = 1'-0"

THE REQUIREMENTS OF THE U.S. NAVY AND
FOREIGN AID AGENCIES FOR SHIP CONSTRUCTION.

933 — "IMPERIAL STAR"
934 — "NEW ZEALAND STAR"

Harland & Wolff

933/4

Midship Section

①

IMPERIAL STAR' Bel 11436
'NEW ZEALAND STAR'

PLANS TRANSFERRED
TO SISTER VESSEL



© 2021

Lloyd's Register
Foundation

005232-005238-0134

NOS 933 & 934. MIDSHIP SECTION.

SCALE $\frac{1}{2}$ " = ONE FOOT.

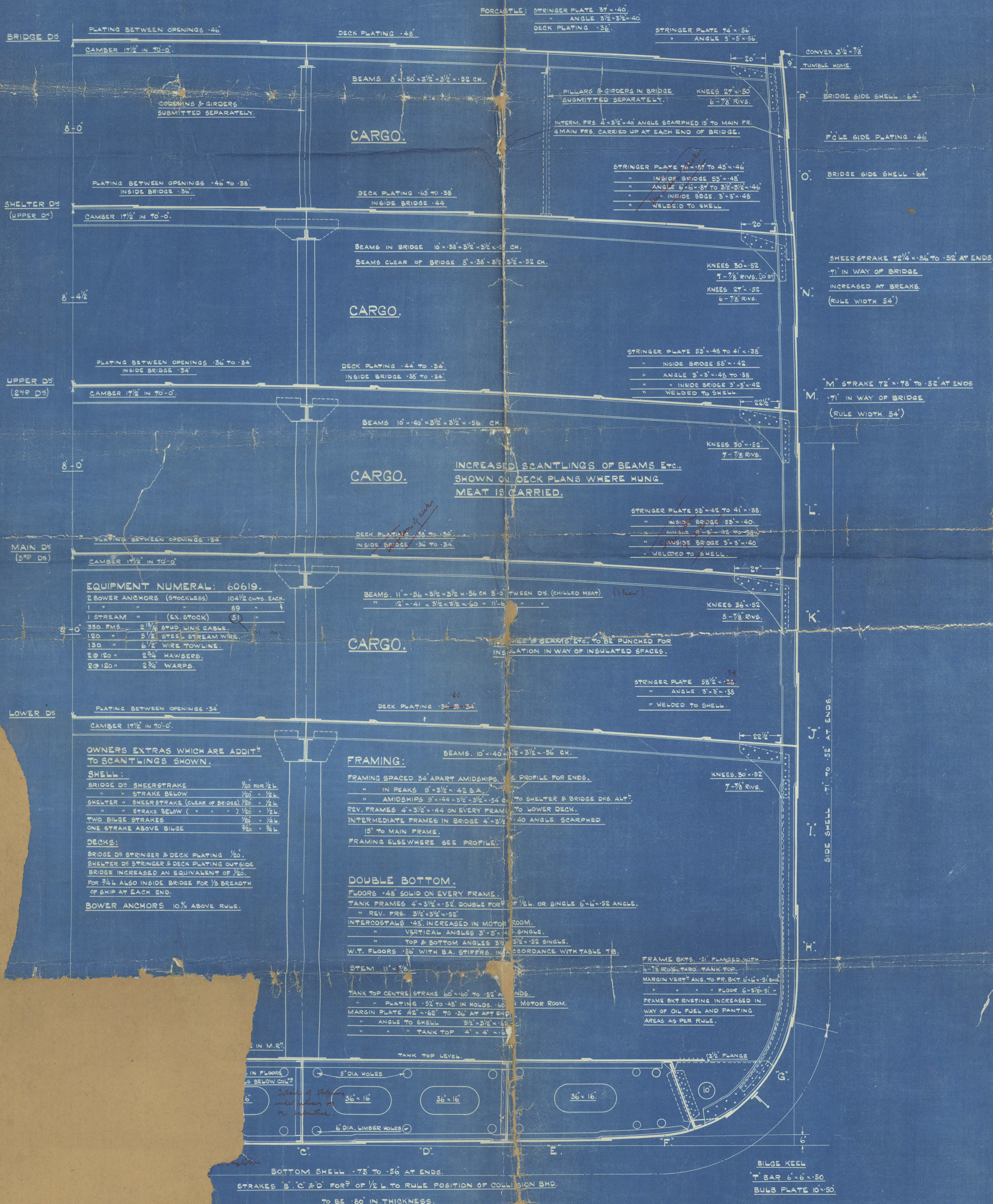
DIMENSIONS.- 515'-0" B.P. x 70'-0" MLD. x 43'-4 $\frac{1}{2}$ " MLD. TO UPPER D^K (SHELTER D^K).

TO CLASS 100 A.I. WITH FREEBOARD.

DRAFT. CORRESPONDS TO A COMPLETE SUPERSTRUCTURE VESSEL HAVING A TONNAGE OPENING.

NUMERALS

D	(43'-4 $\frac{1}{2}$ " - 8'-4 $\frac{1}{2}$ " + 8'-0")	43.00
L x D	(515 x 43.00)	22145
L x (B+D)	515 x (70 + 43)	58195
L/D	$\frac{515}{43-4\frac{1}{2}}$ & $\frac{515}{51-4\frac{1}{2}}$	11.87 & 10.85
d		14.96



Harland & Wolff

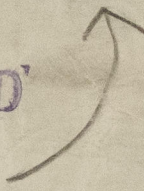
933/4

Stem frame & boss arms.

(6)

'IMPERIAL STAR'
'NEW ZEALAND STAR'

PLANS TRANSFERRED
TO SISTER VESSEL



79-8.

30-7

2196
9-9

2116
8-8

26-3



© 2021

Lloyd's Register
Foundation

005232-005238-0131

933-4-9-95748

Stern Frame & Boss boards.

(7.)

SYDNEY STAR N/KENT

'IMPERIAL STAR' *

'NEW ZEALAND STAR' *

'AUSTRALIA STAR'

WS1009
WS1010

PLANS TRANSFERRED
TO SISTER VESSEL



© 2021

Lloyd's Register
Foundation

005232-005238-0132

N° 939
N°s 933 & 934 +957+958
STERNFRAME & BOSS ARMS

SCALES $\frac{1}{2}'' = 1 \text{ FOOT}$
 $3' = 1 \text{ FOOT}$

TOP OF TRUNK TO BE SMOOTH
TURNED AT RIGHT ANGLES TO
CR. LINE OF RUDDER HEAD.

MATERIAL

PARTICULARS OF SHAFTING

HEIGHT OF ϕ OF SHAFT AT 10' AFT OF PR BART.	8'-6"
HAIF BREADTH TO ϕ " " " " " " " "	9'-0"
HEIGHT TO ϕ OF " PROPELLER TIPS (6' FORD OF A.P)	9'-6"
HAIF BREADTH TO ϕ " " " " " " " "	12'-0"
RAKE PER FOOT DOWN FROM PROPELLER	.0407
RAKE " " INBOARD " " " "	.1629

PARTS TO BE MACHINED

THE FOLLOWING PARTS (TINTED RED) TO BE MACHINED.
SURFACES IN CONTACT AT COUPLINGS, FRAMES 88, 91, 96 AND
INSIDE OF RUDDER TRUNK
TOP " " "

TOP OF GUDGEONS
ENDS OF BOSSING
BORE OF GUDGEONS
BRONZE RINGS

SECTION AT FRAME 88

PLAN AT LOWER PINTLE
SHOWING LOCK TO PREVENT RUDDER
LIFTING

SECTION AT XX

SECTION 3/4" AFT OF FRAME 87

933-4-9

Rudder Plan.



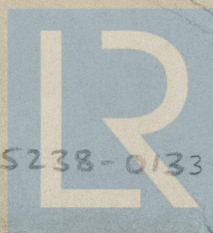
(30)

'IMPERIAL STAR' ✱
'NEW ZEALAND STAR'
'AUSTRALIA STAR' ↗

PLANS TRANSFERRED
TO SISTER VESSEL

W/S 73

73



© 2021

Lloyd's Register
Foundation

005232-005238-0133

